NEWSRAIL

DECEMBER 1998

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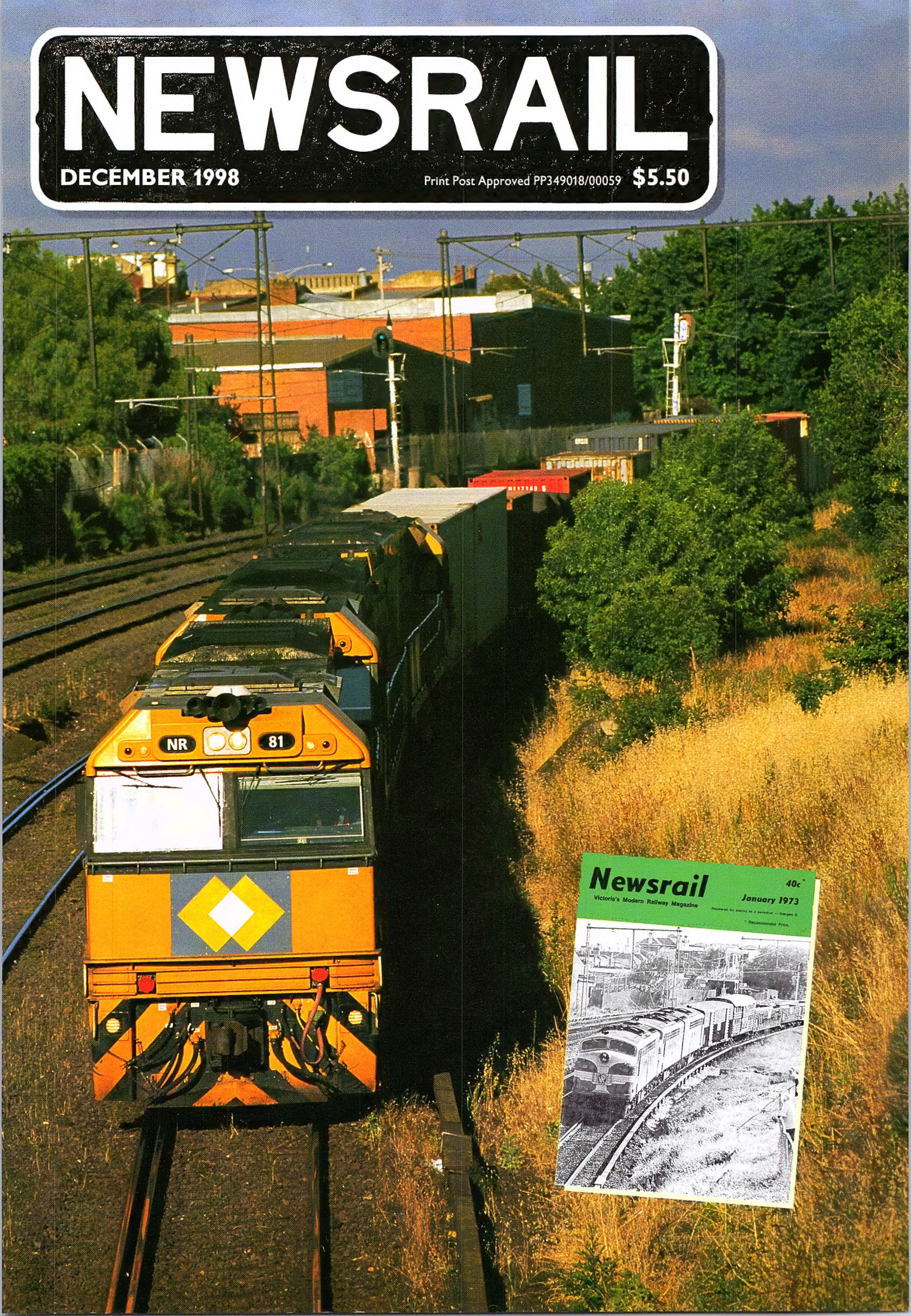

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HISTORIA NOSTRA VIA PEREGRINARI FERREA
FOR ALL WHO ARE INTERESTED IN RAILWAYS

NEWSRAIL
ESTABLISHED 1973

THE MAGAZINE OF THE AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

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FRONT COVER: One feature of the Victorian rail scene that remains unchanged over the past 25 years is the haulage of interstate freight traffic on the dual gauge Independent Goods line. In contrast with the triple S class combination that graced the first NEWSRAIL cover in 1973, Dash 9 locomotives NR81-NR114-NR11 are almost at their destination as they haul National Rail superfreighter SM5 near Middle Footscray. Tues.24.11.98 *Stuart Turnbull*

OPPOSITE: NR52 heads the *Ghan* off the Moonee Ponds Creek viaduct towards Jacana en route to Seymour during a promotion trip on Sun.8.11.98 *Steve Munro*

BACK COVER:

ABOVE: The *Ghan* with NR52 at the head was on public display at Spencer Street terminal on Sat.7.11.98 *Steve Munro*

BELOW: Twenty-five years ago you could travel along branch lines behind steam to now long gone destinations. K184 is pictured on the turntable at Daylesford. Sat.21.9.74 *Neil Pearson*

GENERAL NEWS

A monthly round-up of Victorian railway news and events

CALENDAR

DECEMBER 1998

ANNIVERSARIES

1st, 1923: Moama - Deniliquin line taken over by VR. (75)
2nd, 1963: Loco A² 986 made final run between North Melbourne and Newport. (35)
2nd, 1968: West Tower and Melbourne Goods Yard's new arrival roads in use. (30)
2nd, 1978: Last Horsham - Serviceton railcar service operated by 29RM. (20)
3rd, 1958: Closure of Rangelea - Heathcote line. (40)
4th, 1958: Closure of Moe - Thorpdale line. (40)
9th, 1978: Last Benalla - Yarrawonga rail motor service, operated by 56RM. (20)
10th, 1978: Last Frankston - Mornington service, operated by 22RM. (20)
11th, 1978: New viaduct between Flinders Street and Spencer Street stations increased tracks from four to six. (20)
16th, 1983: Sale Wharf line closed. (15)
17th, 1878: Opening of Stawell - Murtoa line. (120)
17th, 1883: Opening of Everton - Myrtleford line. (115)
20th, 1968: Mining ended at State Coal Mine, Wonthaggi. (30)
20th, 1968: First H class d.e. hump shunting loco in service. (30)
23rd, 1878: Opening of Bealiba - St Arnaud line. (120)
28th, 1968: Closure of Wonthaggi - State Coal Mine - Kirrak line. (30)
1913: Project commenced on electrification of Melbourne metropolitan railways. (85)
1973: Introduction of block trains to carry wheat harvest. (25)
1988: Closure of Redcliffs - Meringur line. (10)
1993: National Rail Corporation commenced operation of its own trains. (5)

JANUARY 1999

ANNIVERSARIES

1st, 1904: Opening of Racecourse Junction - Burrumbeet Racecourse line. (95)
8th, 1969: Closure of Shelbourne Junction - Shelbourne line. (30)
9th, 1984: V/Line Access began operation as central point for fare and schedule information. (15)
11th, 1979: Last Echuca - Deniliquin railmotor service. (20)
13th, 1964: Opening of Wodonga bogie exchange. (35)
17th, 1859: Opening of first Government line, Melbourne - Williamstown (140) Officially opened 13.1.1859.
26th, 1974: Final run of swing door EMU (Dog box) to Port Melbourne. (25)
28th, 1914: Opening of Chillingollah - Manangatang line. (85)
29th, 1879: Opening of Springhurst - Wahgunyah line. (120)
1859: Spencer Street (Batman's Hill) station opened. (140)

ARHS MEMBERS' LIBRARY

Up platform, Windsor Station
Open every Tuesday evening, 8-10 pm, February-December.
Visitors welcome. (03) 9510 6146

ARHS ARCHIVES

Down platform, Windsor Station
Open every Tuesday evening, 8-10 pm, February-December. Visitors welcome.

IMPROVED V/LINE PASSENGER SERVICES

From Sun.6.12 a number of substantial improvements and changes were made to V/Line Passenger services including 101 new V/Line train trips each week.

- 23 new Sprinter train services each week on the Ballarat corridor.
- 30 new Sprinter train services each week on the Bendigo corridor.
- 26 new Sprinter train services each week on the Seymour corridor.
- 22 new Blue Bird railcar services each week on the Traralgon corridor.

Details of the new train services are as follows:

- The 101 new train trips will be advertised from Thurs.22.10 through to Sun.6.12 by 6 Sprinters which will exhibit a message sign '101 new Weekly V/Line train trips from 6 December'.
- In addition to the new train services the following changes will also occur:
  - New daylight coach services for Birchip on three days a week.
  - A new accelerated timetable on the Woodend - Daylesford coach route.
  - Additional weekend trip choices on the Ballarat - Dimboola coach route.
  - Altered Friday services on the Swan Hill line.
  - Altered coach services Traralgon - Sale - Maffra.
  - Warragul electric trains will be replaced by Blue Bird railcars, extended in some cases to and from Traralgon.
  - The weekday morning service to Albury and weekday afternoon service from Albury will be replaced by locomotive hauled N sets offering first and economy class accommodation and a full buffet service. Sprinter railcars will no longer operate beyond Seymour.

See table on opposite page.

GHAN ON DISPLAY IN MELBOURNE

The *Ghan* was on display to the public on Sat.7.11. To enable this, nine carriages were attached to the *Overland* from Adelaide on Fri.6.11, and were on display from 10 00 until 16 00 on Sat.7.11. Over 10,000 members of the public inspected the luxurious train, and some also inspected the indigenous painted NR52. The following day, the entire set was used for a charter on behalf of the Red Cross of Australia to Seymour with NR52 being used in both directions. The carriages returned to Adelaide on Sun.8.11, hauled by NR77. *(JI)*

SMARTCARDS GET A FARE TRIAL

A new smartcard electronic ticket system is being tested on Melbourne's public transport system. The cards are expected to eventually replace most magnetic-strip tickets now in use on the Melbourne's trains, trams and buses.

No date for introduction of the smartcards has been set, but it is believed that the Public Transport Corporation hopes to have them in general use before privatisation of the system takes effect in March 1999.

Validating machines and ticket barriers are already equipped to read the smartcards and the eventual changeover is expected to go smoothly.

Smartcards carry embedded preprogrammed silicon microchips and are simply 'tapped' on the reader (the yellow spot on the validation units on trams and buses), rather than being run through a slot as is done with the magnetic cards. For commuters the change to smartcards should mean much faster passage through station gateways, fewer queues at vending machines and, for the transit companies, far fewer opportunities for fare-dodgers.

The technology being tested is completely Australian and was developed by ERG Card Systems based in Sydney. *(Age)*

ARARAT STATION UPGRADE

Funding for a new transport interchange facility at the Ararat railway station redevelopment has received a boost with an announcement of $50,000 in State Government funding by the Premier Jeff Kennett. The facility will see V/Line road coaches arrive and depart from the railway station where automatic ticketing will be installed. Currently the road

ADDITIONAL V/LINE TRAIN SERVICES – COMMENCING SUN.6.12.98

Time	From	To	Days Run	Stopping at
Ballarat line:				
11 05	Spencer Street	Ballarat	Weekdays	Sunshine, Melton, Bacchus Marsh, Ballan, Ballarat.
20 35	Spencer Street	Ballarat	Saturdays	Sunshine, Melton, Bacchus Marsh, Ballan, Ballarat.
10 55	Spencer Street	Ballarat	Sundays	Sunshine, Melton, Bacchus Marsh, Ballan, Ballarat.
09 30	Melton	Spencer Street	Weekdays	All stations to Ardeer, then Sunshine and Footscray.
09 05	Ballarat	Spencer Street	Weekdays	Ballan and Sunshine only.
13 25	Ballarat	Spencer Street	Weekdays	Ballan, Bacchus Marsh, Melton and Sunshine.
18 00	Ballarat	Spencer Street	Saturdays	Ballan, Bacchus Marsh, Melton and Sunshine.
Bendigo line:				
09 30	Spencer Street	Sunbury	Weekdays	Footscray, Sunshine, St. Albans then all stations.
11 10	Spencer Street	Kyneton	Weekdays	Footscray, St. Albans, then all stations.
18 02	Spencer Street	Sunbury	Weekdays	North Melbourne, Footscray, Sunshine, St. Albans, then all stations.
21 15	Spencer Street	Bendigo	Saturdays	St. Albans, Sydenham, Sunbury, Riddells Creek, Gisborne, Macedon, Woodend, Kyneton, Castlemaine and Bendigo.
11 10	Spencer Street	Sunbury	Sundays	Footscray, Sunshine, St. Albans, then all stations.
14 10	Spencer Street	Sunbury	Sundays	Footscray, Sunshine, St. Albans, then all stations.
10 45	Sunbury	Spencer Street	Weekdays	All stations to St. Albans, then Sunshine and Footscray.
12 10	Kyneton	Spencer Street	Weekdays	All stations to St. Albans then Footscray.
12 10	Sunbury	Spencer Street	Sundays	All stations to St. Albans then Sunshine and Footscray.
15 00	Sunbury	Spencer Street	Sundays	All stations to St. Albans then Sunshine and Footscray.
Seymour line:				
09 50	Spencer Street	Seymour	Weekdays	Broadmeadows then all stations except Heathcote Junction.
15 20	Spencer Street	Craigieburn	Weekdays	Essendon, Broadmeadows and Craigieburn.
12 45	Spencer Street	Seymour	Sundays	Broadmeadows, then all stations except Heathcote Junction.
16 45	Spencer Street	Seymour	Sat./Sun.	Broadmeadows, then all stations except Heathcote Junction.
08 55	Kilmore East	Spencer Street	Weekdays	All stations to Broadmeadows except Heathcote Junction, then Spencer Street.
11 30	Seymour	Spencer Street	Weekdays	All stations to Broadmeadows except Heathcote Junction, then Spencer Street.
14 25	Seymour	Spencer Street	Sat./Sun.	All stations to Broadmeadows except Heathcote Junction, then Spencer Street.
08 10	Seymour	Spencer Street	Sunday	All stations to Broadmeadows except Heathcote Junction, then Spencer Street.
Traralgon line:				
11 28	Spencer Street	Warragul	Weekdays	Flinders Street, Caulfield, Clayton, Dandenong, Pakenham, then all stations to Warragul.
14 25	Spencer Street	Traralgon	Weekdays	Flinders Street, Caulfield, Clayton, Dandenong, Pakenham, Drouin, then all stations to Traralgon.
09 56	Spencer Street	Traralgon*	Saturdays	Flinders Street, Caulfield, Clayton, Dandenong, Pakenham, Garfield, Longwarry, then all stations to Traralgon.
10 50	Traralgon	Spencer Street	Weekdays	All stations to Drouin, then Pakenham, Dandenong, Clayton, Caulfield, Flinders Street, and Spencer Street.
13 20	Warragul	Spencer Street*	Weekdays	All stations to Pakenham, then Dandenong, Clayton, Caulfield, Flinders Street, and Spencer Street.
09 15	Warragul	Spencer Street*	Saturdays	All stations to Pakenham, then Dandenong, Clayton, Caulfield, Flinders Street, and Spencer Street.

* Passengers travel by suburban electric train between Spencer Street to Dandenong. (Change trains at Dandenong).

EXTENDED V/LINE TRAIN SERVICES – COMMENCING SUN.6.12.98

Traralgon line:

- The existing 17 48 Weekday service from Spencer Street to Warragul will be extended stopping all stations to terminate at Traralgon. (Change trains at Pakenham).
- The existing 05 54 Weekday service from Warragul will be extended to originate from Traralgon at 05 05 stopping all stations to Warragul. (Change trains at Pakenham).
- The existing 06 53 Saturday service from Warragul will be extended to originate from Traralgon at 05 50 stopping all stations to Warragul. (Change trains at Dandenong).

GENERAL NEWS

coaches stop at the BP roadhouse. In his first visit to the railway station, Mr Kennett said he was pleased to be able to support the continuing development of Ararat and contribute to the maintenance of the historic building. He said as long as the railway station was maintained Ararat had the potential to be reconnected to Ballarat by rail. Tenders for the works were called during November and completion is scheduled for March next year.

ARARAT OVERPASS

VicRoads has invited property owners in the vicinity of the planned overpass to be built on the Western Highway east of Ararat to find out how the construction will affect them. While no funding has yet been allocated, VicRoads has indicated that the Federal Government will be providing the money for construction of the overpass, planning for which has been going on for many years.

FREIGHT GROWS

The use of the superfreighter service from Mooroopna by export fresh fruit is steadily increasing, particularly for 12.192 m containers. The total Mooroopna to Melbourne wharf service is also growing with increased usage by canners and milk processors in the region. In 3½ years of operation, this service has only had two claims for non-performance – one that V/Line has met, the other is the subject of legal proceedings. Overall figures indicate an increase of just over 14% in export containers carried by V/Line Freight Corporation. *(Shepparton News)*

SELL OFF BEGINS

The State Government has now officially invited expressions of interest for the five business groups of the PTC. Final bids are due in late January or early February and the whole process is to be completed by the end of March. Franchise contracts will be for periods ranging from 7 to 15 years. Transport Minister, Mr Robin Cooper said he expected a strong response from both local and foreign interests. Through privatisation, the Government hopes to reduce the $783 million a year PTC subsidy. *(Herald Sun)*

FLEET FACTS

Interesting facts gleaned from the Passenger Rail Franchise documents:

- V/Line Passenger Corporation operates co-ordinated statewide passenger rail and road coach services throughout Victoria, as well as interstate road coach services to Canberra, Adelaide and the Sapphire Coast of NSW. The rail network consists of 1152 route kilometres over 5 corridors. The fleet consists of 41 locomotives, 136 air-conditioned carriages and 21 diesel Sprinter units. V/Line Passenger carries more than six million rail passengers annually and over one million passengers on its road network.
- Bayside Trains Corporation provides metropolitan passenger rail services on nine electrified lines (over 237 route kilometres) in Melbourne's northern, western and south eastern suburbs. It currently serves around 63 million customers annually with a fleet of 77 six-car trains.
- Hillside Trains Corporation provides metropolitan passenger rail services on six electrified lines (over 129 route kilometres) in Melbourne's eastern and north eastern suburbs. It currently serves around 51 million customers annually with a fleet of 74.5 six-car trains and one four-car double-deck train.
- Swanston Trams Corporation serves seventeen routes (over 214 route kilometres) in the north western and south eastern suburbs of Melbourne, as well as in the central business district. It currently serves around 66 million customers annually with a fleet of 275 trams.

An up Williamstown - Newport shuttle arrives at North Williamstown, Fri.29.1.93 *Gavin McLaughlan*

GENERAL NEWS

P20 arrives at Footscray with an up pass. on Wed.15.11.95 *Jamie Fisher*

- Yarra Trams Corporation serves ten routes (over 214 route kilometres) in the north eastern and south western suburbs of Melbourne, as well as in the central business district. It currently serves around 50 million customers annually with a fleet of 201 trams. *(Department of Treasury and Finance).*

NO DOUBLE STACKS FOR BALLARAT LINE

Mr Jeff Page, Department of Infrastructure, spoke at a meeting of the Wimmera - Mallee Rail Services Association in Horsham during September. He said the heritage footbridge and canopy at Ballarat station prevented double stacking of containers through Ballarat, either via Ballan or Meredith. As far as standardisation was concerned, it would be up to the private freight operators to decide if conversion was feasible as they would have to bear the costs. Country lines likely to remain broad gauge would be Gippsland, Warrnambool and Ballarat via Ballan. *(IS)*

PRIVATISATION STEPS

With the bid process for the PTC business units in progress, it has emerged that a bidder may lodge simultaneous interest in a maximum of one train, one tram and V/Line Passenger Corporation. Although much of the focus has been on the operating companies, there have been significant developments within other sectors of the PTC. Jones & Rickard and ABB have become the preferred tenderer for Spotswood Electrical Workshops. Alstrom Australia is the preferred tenderer for the Caulfield group of Signal Communication and Construction. Vision Stream is the preferred tenderer for the Communications group at North Melbourne.

Country infrastructure, track and signal maintenance is to be divided into broad gauge, standard gauge and mechanical gangs. Some 300 employees in broad gauge will be taken over by the freight contractor. Another 130 employees in standard gauge will remain in the PTC until the Australian Rail Track Corporation out sources its maintenance work. At that time these employees will transfer to the company that obtains that work. This is expected to occur late in 1999. Mechanical gangs will comprise ballast cleaning, tie and renewal and four resurfacing gangs. They cover around 100 staff, who will be separated from the gauge split to enable them to be retained within the PTC. There is a suggestion that the mechanical area will be contracted as a separate group to seek service in broader areas.

Freight rollingstock maintenance will be taken over by the freight contractor, which will have a contract to provide maintenance services to V/Line Passenger or its successor for 12 months. The sale of V/Line Passenger will include the Carriage Maintenance Depot and the Locomotive Depots at Bendigo and Geelong.

According to this design, by late 1999 the PTC would be reduced to corporate groups, Newport and Ballarat North Workshops and the mechanical gangs. *(GR)*

SOUTH YARRA FACE-LIFT

South Yarra station has received a $1 million face-lift making it more appealing to commuters and station staff. At the opening of the redevelopment, the Transport Minister, Mr Robin Cooper the new look has created a more vibrant atmosphere at the station. 'While the work has given commuters state-of-the-art facilities, the historic charm of the building has been retained.

'The street facade has been painted in heritage colours as have the fixtures on the ramps and platforms,' said Mr Cooper.

South Yarra is one of Melbourne's major inter-modal interchanges with many people using the station to connect with trams to St Kilda Road. It also has 8000 passenger journeys made to and from the station each week day. Station staff and customers were treated to a special VRI pancake breakfast as a reward for their patience during the construction works. *(Bayside Trains)*

LETTER FROM THE EDITOR

I'm sure it is not only me that feels that time is going faster and faster each year. Here we are again, Christmas is upon us and where has 1998 gone?

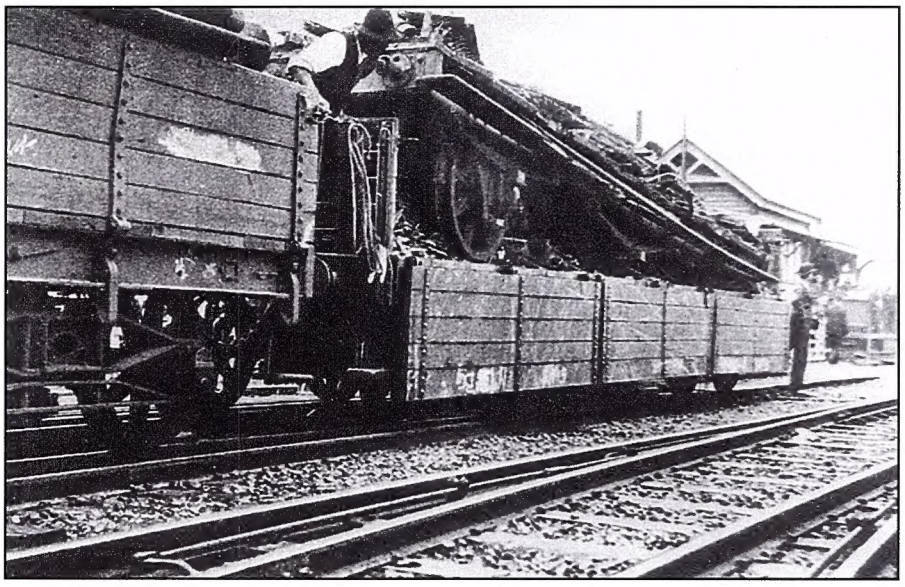
At this time I would like to express my thanks to all those who have contributed to NEWSRAIL this year. Many we know, some we don't – often a news snippet will arrive without any indication of its sender. So to those anonymous contributors, thank you also.

I must also thank the NEWSRAIL Editorial Team who have worked hard to improve the magazine and to get each issue out on time. On behalf of each member I wish all our readers a safe and happy Christmas time and a prosperous New Year. If you are travelling on holidays, please take care, take your camera and take the time to share your railway experiences with us.

Next issue our Articles Editor Julian Insall will be writing to you in this spot so keep an eye out for that.

Barry Lloyd

GENERAL NEWS



Two illustrations of the Sunshine accident. The almost unrecognisable mass is the remains of a second class carriage of the Ballarat train. It has been hoisted onto a truck ready for removal to Newport

SUNSHINE MEMORIAL

Transport Minister, Mr Robin Cooper, unveiled a memorial on Sun.15.11 at Sunshine station in commemoration of those who lost their lives in Victoria's worst train disaster.

A train travelling from Bendigo collided with the rear of a passenger train from Ballarat at Sunshine at 22 50 on Easter Monday, 20 April 1908, killing 44 people and injuring another 500. This was the worst train smash in Australia until the Granville disaster in 1977.

The memorial was erected at the request of the Sunshine and District Historical Society and Sunshine MLA, Mr Ian Baker. *(Minister for Transport)*

THE GHAN

A cocktail party was held by Great Southern Railway at Spencer Street station on Wed.18.11 to celebrate the first departure of the *Ghan* from Melbourne, bound for Alice Springs. GSR guests were able to look through the train prior to passengers boarding. The train left Spencer Street for Alice Springs at 23 15, approximately 45 minutes late.

AUTOMATED TICKETING AT GLENROY

Metcard is now operating at all Bayside Trains stations. The automated ticketing machines were switched on at Glenroy on Tues.15.9. Glenroy was the last metropolitan station to come on line with the Metcard system. *(Bayside Trains)*

BORONIA CROSSING GONE

The last train travelled over the former level crossing in Boronia on Fri.30.10. Buses were used to provide a shuttle service from Bayswater to Ferntree Gully for several days while work was undertaken to connect the lines into the new tunnel under the road surface. Trains commenced running over the new lines on Wed.4.11. *(DP)*

Another view of the second class carriage, body splintered to matchwood, undercarriage bent, but the roof remained intact

A Silver Anniversary Reflection

— *Glances in the rear vision mirror* —

1998 — Newsrail celebrates 25 years of publication

Sid Brown

In this era of frenetic, materialistic, self-centred living, personal interest appears to concentrate predominantly on present and future. Victorian rail history fans can also be caught in this tide and overlook significant past events, such as one which occurred this year. Well almost forgotten, but not quite.

Twenty-five years ago, in 1973, an important decision was made by the Victorian Division of the Australian Railway Historical Society to establish a new magazine, Newsrail. With the silver anniversary year about to pass without recognition, being invited to pen some suitable lines presented a challenge to look back and ponder on the history of rail in Victoria and the manner in which our ARHS has recorded it.

IN RETROSPECT

Although the Victorian Division of the ARHS was officially formed in September 1945, the Society being founded in Sydney in 1933, it was not until November 1957 that the decision was made to publish its own *Divisional Diary*. Space restrictions in the Sydney produced Society *Bulletin* did not permit the Victorian coverage believed necessary to adequately record the rail history of our State.

Duplicated on foolscap paper using wax stencils and folded into 205 x 165 mm pages, the prime objective was to provide for future researchers a permanent record of railway events as they occurred.

Progressively numbered notes under such headings as Locomotives, Rollingstock, Tenders, New Works, Delays and Special Services, together with brief informative articles, aimed to provide a reliable source of information on diverse rail topics.

In 1962, *Divisional Diary* began to be produced commercially after five years of 'home production'. Apart from improving the appearance, black and white photographs could be reproduced and readers were invited to submit interesting shots.

With the increased society membership, and *DD* circulation, further improvements were able to be made. Pictorial front covers appeared in 1966, with glossy paper, typeset contents and special fonts used for captions and headings all introduced in 1970, followed by an increase in page size from 1971.

THEN CAME NEWSRAIL

The continuing growth of the ARHS in Victoria and an increase of public interest in rail activities, justified a further management decision in 1973 to replace *Divisional Diary* with a more eye-catching glossy magazine. Of larger paper size (240 x 170 mm), colour on the front cover, and contents initially covering 20 pages, the new monthly journal was better suited to the presentation of articles as well as news items. The extensive re- styling and change in title to Newsrail was considered to better reflect the nature of the publication. A much appreciated highlight was the regular extensive use of action photographs of rail activities, often including centre page spreads.

While photographs were predominantly black and white in earlier years, an occasional issue would have an attractive full colour cover. The magazine caught on and by 1977, the monthly circulation approached 2000.

After eighteen years of publication, Newsrail took on a slightly new look. The heading on the front cover displaying title and issue date was changed. Until then, it was generally colour printed over the top of the cover picture. Technically this presentation needed improvement, as periodically the magazine title, issue date and price blended into the background and became indistinct — not a good selling point.

It was replaced in 1991 by the presently used specially designed railway style number plate, printed in white on black background. At the same time the page 3 layout was amended to list in different format the contents, editorial staff and subscription details, and copyright conditions. Over the years, issues varied in the page number from 24 to 48 pages.

From the first issue in 1992, Newsrail assumed an even newer look in that it was increased in page dimensions to 297 x 210 mm (A4 size).

With the magazine also being sold through newsagencies it became important that it should not become buried behind the many other magazines of A4 size, which it could have been if the original size had been maintained.

The new size also presented the opportunity to further improve the page format and overall readability, as well as to include many quality colour photographs — a continuing highlight.

The change also permitted more regular inclusion of feature articles of significance, both current and historical, as well as railfan tour reports. Operations, Rollingstock, Sightings and Works news items still hold their place.

STAFF

The regular publication of any monthly magazine for a period of a quarter of a century is a challenging task, particularly so when produced by teams of volunteers. This has been, and still is, the situation with Newsrail. In fact the period is over 41 years, if one takes into account its predecessor, *Divisional Diary*.

Over all these years many dedicated voluntary editorial and production staff members, supported by hundreds of contributors of information, photographs and articles, have provided ARHS members and rail fans generally with news and views of the Victorian rail happenings, and recorded them for posterity. Would it be correct to suggest that their efforts are not always appreciated? Perusal of their massive endeavour would humble any critic.

Many names are listed in the various editorial teams, but it appears to the writer that ten members have creditably occupied the managing editorial role over the past 25 years. These are Warren Doubleday, Roderick Smith, David Macartney, Andrew Ward, Kevin Wright, Joe French, Peter Clymo, Denys Potts, Stuart Turnbull and Barry Lloyd.

Apologies for any omissions.

Two other people worthy of mention are: John Dare who has occupied varying roles in the magazine for the full quarter

of a century and Peter Boyd who has been our typesetter for a similar period. Dedication indeed!

Many rail luminaries have graced the pages of our journal over the years, with photo or printed word. Who could fail to appreciate the knowledge, skill and railway devotion of the late John Buckland, and also Jack McLean, Jim Harvey and Arthur Hill.

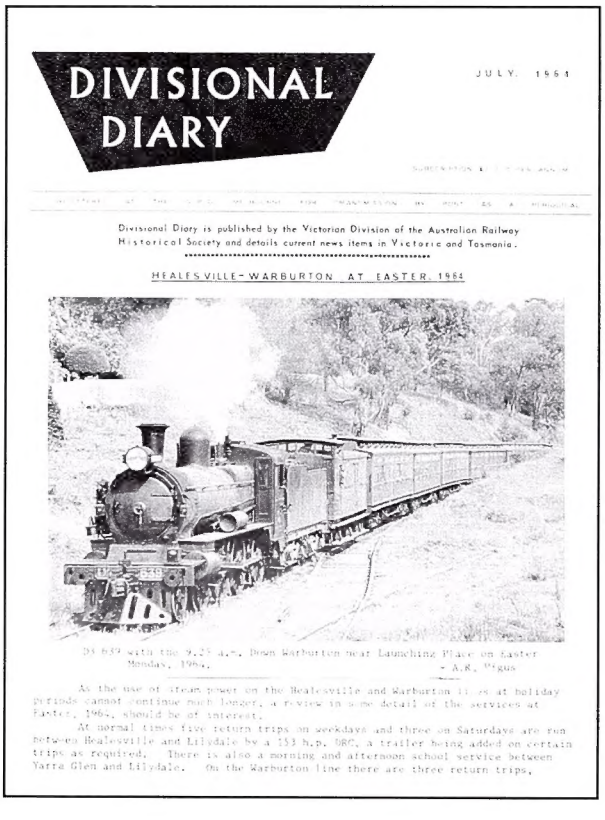
The wide range of interest pursued by railfans is obvious from perusal of published articles on such topics: as carriage set rosters, branch lines, timetable changes, engine performance, parcel vans, special trains, closed lines, restorations, preservation, safe working and many more. What a fascinating hobby!

BACKWARD GLANCES

It so happened that NEWSRAIL was introduced at a time of significant change in the history of Victorian Railways. In 1972, the Sir Henry Bland Report on the Victorian Land Transport System had been presented to the Legislative Assembly recommending that a commercial business direction be adopted by the Victorian Railways, with the closure of non-viable lines and the replacement of non-profitable rail services by buses. Where retention of non-viable lines was specifically requested by government, financial compensation was to be provided.

NEWSRAIL'S appearance in 1973 has been able to mirror dramatic changes in the State's rail system, record the attempts of governments to create a service that can compete with its competitors for a larger share of the transport market, and observe the advancement of the railfan movement in Victoria. However, unfortunately it must be said that political rhetoric has not been matched by the level of financial backing needed to achieve major objectives, whereas road networks are consistently funded to provide maintenance and significant development.

Observing the mass of informative data filling the pages of some 300 issues, firstly prompts the writer to encourage readers to mail their news and photos of rail happenings to ensure a continuance of recording of our rail history.



DIVISIONAL DIARY

JULY, 1964

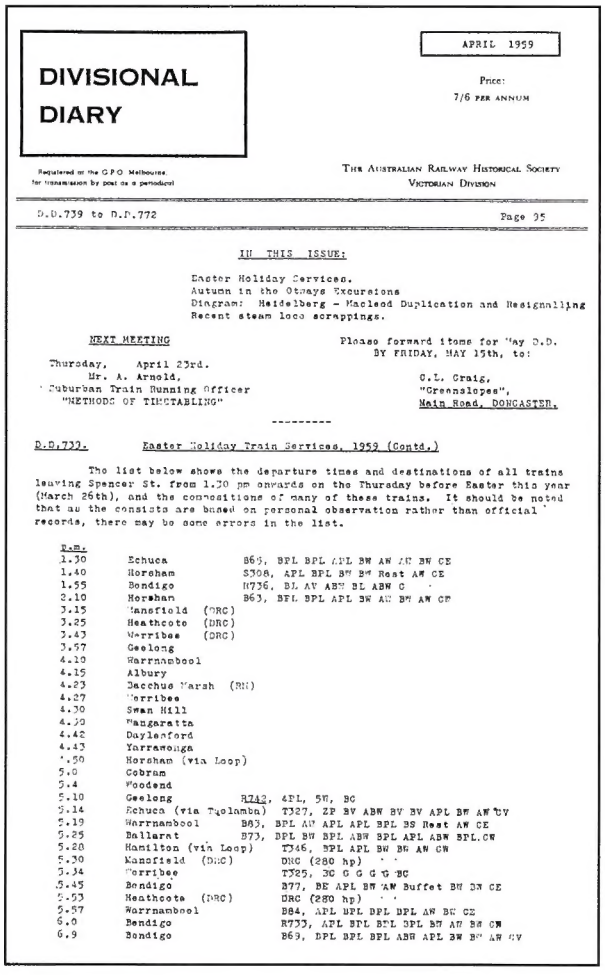
Divisional Diary is published by the Victorian Division of the Australian Railway Historical Society and details current news items in Victoria and Tasmania.

HEALESVILLE-WARBURTON AT EASTER, 1964

D3 649 with the 9.25 a.m. from Warburton near Launching Place on Easter Monday, 1964. - A.R. Wigus

As the use of steam power on the Healesville and Warburton li es at holiday periods cannot continue much longer, a review in some detail of the services at Easter, 1964, should be of interest.

At normal times five return trips on weekdays and three on Saturdays are run between Healesville and Lilydale by a 153 h.p. DRC, a trailer being added on certain trips as required. There is also a morning and afternoon school service between Yarra Glen and Lilydale. On the Warburton line there are three return trips.



DIVISIONAL DIARY

APRIL 1959

Price: 7/6 PER ANNUM

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THE AUSTRALIAN RAILWAY HISTORICAL SOCIETY VICTORIAN DIVISION

D.D.739 to D.D.772 Page 95

IN THIS ISSUE:

Easter Holiday Services.
Autumn in the Otways Excursions
Diagram: Heidelberg - Macleod Duplication and Resignalling
Recent steam loco scrappings.

NEXT MEETING

Thursday, April 23rd.
Mr. A. Arnold,
Suburban Train Running Officer
"METHODS OF TIMETABLING"

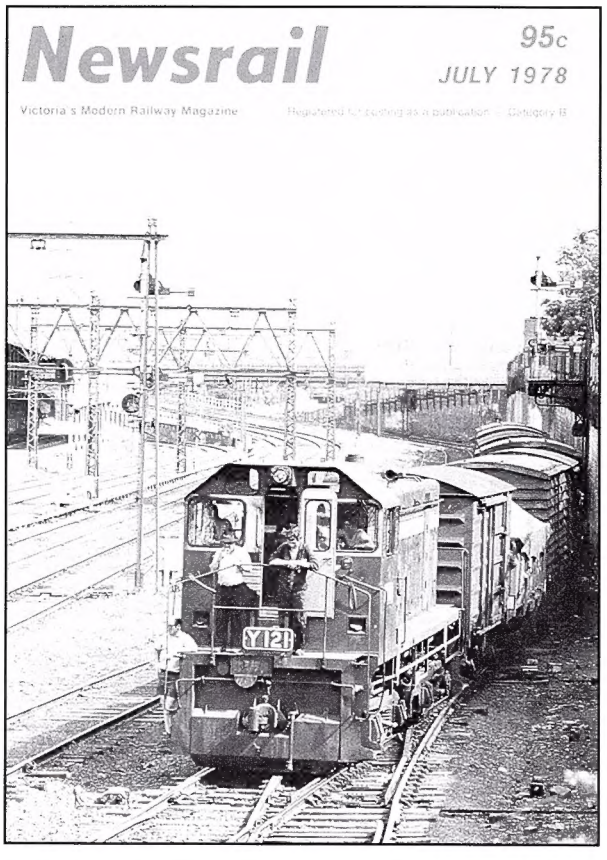
Please forward items for "My D.D. BY FRIDAY, MAY 15th, to:

G.L. Craig,
"Greenslopes",
Main Road, DONCASTER.

D.D.773. Easter Holiday Train Services, 1959 (Contd.)

The list below shows the departure times and destinations of all trains leaving Spencer St. from 1.30 pm onwards on the Thursday before Easter this year (March 26th), and the compositions of many of these trains. It should be noted that as the consists are based on personal observation rather than official records, there may be some errors in the list.

p.m.		
1.30	Echuca	B65, BPL BPL APL BW AW AE BW CE
1.40	Horsham	S308, APL BPL BW BW Rest AW CE
1.55	Bendigo	H736, BL AV ABW BL ABW C
2.10	Horsham	B63, BPL BPL APL BW AW BW AW CE
2.15	Maryborough (DRC)	
2.25	Heathcote (DRC)	
2.43	Werribee (DRC)	
2.57	Geelong	
4.10	Warrnambool	
4.15	Albury	
4.23	Bacchus Marsh (RH)	
4.27	Werribee	
4.30	Swan Hill	
4.40	Wangaratta	
4.42	Daylesford	
4.43	Yarrawonga	
4.50	Horsham (via Loop)	
5.0	Cobram	
5.4	Woodend	
5.10	Geelong	R742, 4PL, 5W, BC
5.14	Echuca (via Tocumwal)	T327, ZF BV ABW BV BV APL BW AW CV
5.19	Warrnambool	B63, BPL AW APL APL BPL BS Rest AW CE
5.25	Ballarat	B73, BPL BW BPL ABW BPL APL ABW BPL.CW
5.28	Hamilton (via Loop)	T346, BPL APL BW BW AW CW
5.30	Maryborough (DRC)	DRC (280 hp)
5.34	Werribee	T325, BC G G G G BC
5.45	Bendigo	B77, BE APL BW AW Buffet BW BW CE
5.53	Heathcote (DRC)	DRC (280 hp)
5.57	Warrnambool	B84, APL BPL BPL BPL AW BW CE
6.0	Bendigo	R733, APL BPL BPL BPL BW AW BW CW
6.9	Bendigo	B69, BPL BPL BPL ABW APL BW BW AW CV



Newsrail

95c

JULY 1978

Victoria's Modern Railway Magazine

On the following pages we look back at some of the more interesting events occurring over the period of NEWSRAIL'S production. The text and illustrations bring back memories of the elimination of many services and extensive closure of lines during the period.

TWENTY-FIVE YEARS – A REVIEW

NEWSRAIL reflects on 25 years of changes within the Victorian railway system.

X43 on a VicRail Package Day tour special to Bright waits at Wangaratta. Sun.27.4.75 *M Davies*

1973 This year saw the retirement of the last Chairman of Commissioners, Mr G F Brown, a VR Board of seven members becoming the governing body of the railways with Mr A G Gibbs appointed as its first chairman. It was also the year that the VR converted to metric measurement.

The Jolimont electric sub-station ceased operation; a contract was let for the construction of Museum station as part of the underground loop; and upgrading of the Glen Waverley line began.

Country and interstate block wagon trains were introduced to handle the wheat harvest; the Seymour loco depot was devastated by flood; and the *Southern Aurora* took on Motorail.

Rail played a prominent role in transporting very large country and city crowds to and from the 40th International Eucharist Congress in Melbourne and a Melbourne Steam Festival with 38 class locos visiting from New South Wales was held.

1974 In response to the Bland report, various departments were reformed and renamed to better reflect a marketing orientation.

The Commercial Branch became Marketing Branch and Refreshment Services Branch became known as the Trading and Catering Branch.

Horsham was announced as the first of 32 regional freight centres to be introduced around the State; Benalla station was the site of structural changes including removal of the clock tower; and 'VicRail Package Day Tours' were introduced.

Swing-door trains (Doggies) made their final run to Port Melbourne; family tickets became available for suburban rail travel and tenders were let for supply of concrete sleepers for the duplication of the Sunshine - Deer Park and quadruplication of the South Kensington - Footscray lines.

1975 The Railways Act was amended to increase the number of governing board members from seven to eight. To commemorate the 100th anniversary of the birth of the renowned Chairman of Commissioners for nineteen years, Harold W Clapp, diesel electric locomotive B60 named after him was placed on the standard gauge for the first time since delivery from its builders in New South Wales.

Suburban electric services were extended from Dandenong to Pakenham; suburban fare scales were revised by the introduction of 18 charging zones; and Kananook station was opened.

First of the second batch of higher powered X class diesel-electric locos entered service; electric loco L1150 powered the Royal Train to Moe for the visit of HRH Princess Margaret; and the last passenger train between Melbourne and Tocumwal was replaced by a rail service to Cobram.

The narrow gauge line between Emerald and Lakeside was re-opened after many years closure.

1976 The new Flinders Street E signal box began operation as a first step towards a remote controlled metropolitan signalling system; suburban fare zones were reduced from 18 to 13; and smoking was prohibited on suburban trains.

Yarraman station was opened; and the quadrupled track between South Kensington and Footscray was commissioned. Two freight block train operations commenced; the Ford block train between Upfield and Geelong, and the Apex Quarries block train between Kilmore East and Westall.

The new VicRail logo was introduced; and a derailment of an up Port Fairy passenger train at Laverton resulted in one loss of life.

Y131 shunts No.4 Road at Station Pier, Port Melbourne as Hobson's Bay is shrouded in a light fog. Mon.9.6.75 *Late Geoff Bryceson*

THE 1970s *in Review*

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1 T413 heads the 01 00 (No.145) Wodonga - Cudgewa goods at the 248 milepost. Wed.24.9.75

2 T376 shunts at Essendon on Tues.9.9.75

3 21RM is about to depart Mansfield on the 08 15 (No.14) up service on Thurs.13.2.75

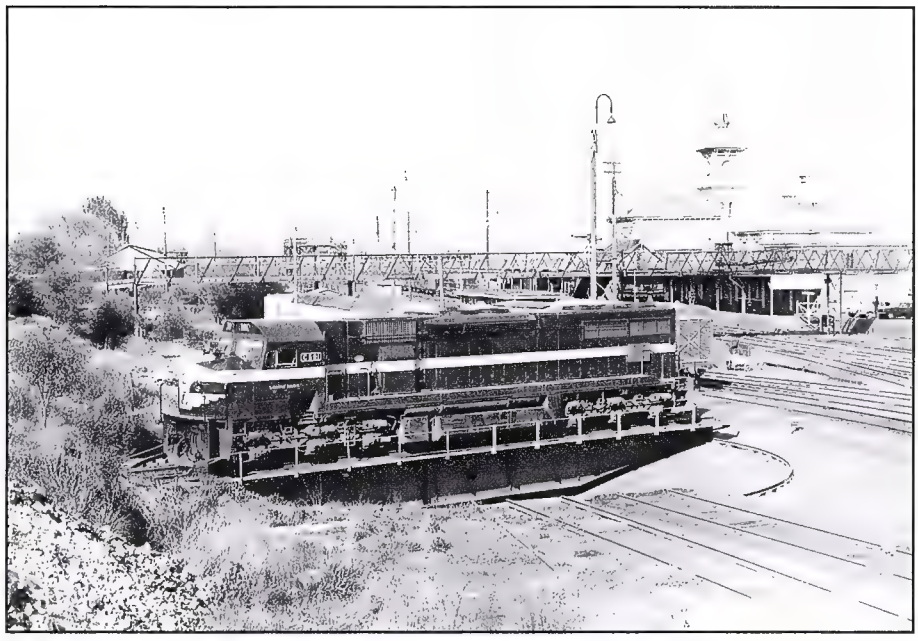
4 T327 heads the Chrysler (Upfield) goods at Merlynston on Mon.2.7.75

5 C501 is turned on the turntable at Albury. Fri.26.8.77 *A Sedowie*

6 The 08 45 (No.63) Spencer Street - Swan Hill pass. hauled by S300 leaves Woodend while T381 waits in the back platform with the 08 00 (No.53) Spencer Street - Daylesford pass. Sat.7.2.76

7 E1107 reverses at Brighton Beach, having worked a Middle Brighton goods, as an up Sandringham service awaits departure in the days of 'D' cars. Mon.16.2.76

Photos 1, 2, 3, 4, 6 and 7 *Late Geoff Bryceson*



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1977 The first of VR's most powerful locos, C class 3000 hp (C501 – *George Brown*) entered service; and X class locos became the regular motive power on the *Vinelander* operation to Mildura. A buffet car was also included in the consist in that year. The last passenger train operated between Port Fairy and Melbourne, with Warrnambool becoming the south-west terminal; and a Plasser ballast cleaning machine was purchased and put into service. Automatic ticket machines were trialed at St Kilda and Heidelberg; and the last narrow gauge train was operated by VicRail between Belgrave and Lakeside. The Emerald Tourist Railway Board subsequently took over the line operation.

1978 A new viaduct between Flinders Street and Spencer Street stations was commissioned, increasing the tracks from four to six; a Transport Mural was unveiled at Spencer Street station; and the first Cavalcade of Transport Display was held in Melbourne.

Motorail was introduced on the *Overland* and a new station building was opened at Mildura.

1979 The Bland Report had also recommended progressive deregulation of some intrastate freight traffic. By the late 1970s, this had been partially effected with the dramatic impact of some freight tonnages but no improvement on the financial deficit. In late 1979, the Government commissioned another Victorian Transport Study under the chairmanship of Ian Lonie to report on the various aspects of public transport. The report created great controversy and wide criticism. It suggested that all country passenger trains should be phased out within three years, to be replaced by buses. Off peak suburban train services and a number of tram services were to be reduced or withdrawn. However, rail freight was still favoured. Recommendations were not widely followed.

Suburban train building contract was extended to increase the total of stainless steel trains to 59; track duplication between Macleod and Greensborough was completed; and the suburban ticketing zones were reduced from 13 to 8. Withdrawal of loco K162 meant that the last steam loco went out of VR service; C class locos were trialed on through-running to Adelaide and the *Royal Silver Jubilee Train* was on display throughout Victoria for two months.

A Railways Workshop Branch was formed and the second Cavalcade of Transport was held. The Melbourne Metropolitan Train Control Centre (METROL) was under construction, housed in a three storey building in Batman Avenue, close to Princes Bridge. Planned to come into service in stages at the time of the opening of the Underground Loop it would enable the overseeing of the total pattern of train movements within the Flinders Street and Underground Loop areas and ultimately regulate all train traffic in the suburban network.

B68 at full speed powers through Rockbank platform with down Melbourne - Horsham pass. during September 1980 *Mick de Josselin*

E1108 crosses the Little Moe River bridge on a RTA Traralgon tour. Sat.12.9.81 *ARHS Archives*

1980 The MetroCard travel system was introduced, combining train, tram and tramway bus travel; several platforms at Flinders Street were renumbered, Princes Bridge platforms renamed Flinders Street and taped station platform announcements commenced.

Control of suburban trains commenced from METROL; the first trial run of a train through the Underground Loop was made; and Museum station was handed over from MURLA to VicRail.

The network of 35 regional Freight Centres was completed; and Mr A G Gibbs retired as VicRail Board Chairman.

1981 Official opening of Museum station, the first of three on the Underground Loop; and the introduction of TravelCard, replacing MetroCard, allowed interchange on trains, tramway and private buses.

Rail zones were abolished, and Melbourne was divided into three zones for all modes of public transport. The Lilydale to Healesville line was closed and duplication of the broad gauge line from Melbourne to Geelong was completed with the final stretch between Little River and Corio. The entire Walker diesel car fleet were withdrawn from service.

This year also saw the start of 'New Deal for Country Passengers' with the introduction of intercity and interurban services, a computerised ticket and seat booking system and the first of 57 N type saloon type passenger cars, designed and constructed at Newport Workshops and painted in a new VicRail tangerine and silver livery. Locos were painted in the same colour and carried a shortlived teacup style logo. The older S and Z type cars were to be refurbished with the aim of having a fully-airconditioned steel car fleet within a few years.

1982 In this year a Labor Government was elected and boosted railway capital spending. Rebuilding of eleven B class diesel-electric locos commenced to re-emerge as upgraded modernised A class; and the XPT made a trial run from Albury to Melbourne; and a Daylight *Overland* was trailled to Adelaide. Two-way radios were provided on suburban trains, with a direct link to METROL; the Ringwood - Bayswater line duplication was completed; and with the integration of the Clifton Hill group of lines into the Underground Loop, the City Circle service commenced.

T353 takes the Bendigo line at Sunshine and heads north with a long rake of wheat empties on Thurs.27.12.84

1983 This year the Victorian Railways (trading as VicRail) ceased to exist and the Metropolitan Transit Authority (The Met) and the State Transport Authority (V/Line) came into being as two separate entities. The new name V/Line publicised its new logo and orange and grey livery, and its country operation was structured into passenger and freight divisions emphasising the marketing imperative. The new colour scheme chosen by the Met was green and gold.

Superfreighters were introduced between Melbourne and Sydney for overnight freight container delivery and end-to-end radios came into use throughout the State on non-urban trains. After 95 years, the opening of a new station complex at Sale eliminated 'dead end' operation. With the opening of Parliament and Flagstaff Underground Loop stations, the Northern Loop came into operation.

1984 V/Line extended the program of upgrading locos, adding 13 T class to the B class conversions already commenced. The T class were to be upgraded to the more powerful P class. In addition, it embarked on a building program of 25 N class locos for passenger work and 15 G class for freight haulage. Clyde Engineering opened a new plant at Somerton to build the N, G and P class locos. V/Line Access Customer Service opened for telephone enquires; the superfreighter service was extended from Melbourne to Brisbane; and the new Webb Dock line was under construction necessitating construction of a new bridge over the Yarra River.

Radio communication was introduced on the Mildura line; and the State government was negotiating for XPT trains to commence running between Sydney and Melbourne. The Epping railyards and electric train maintenance depot was under development; and the construction of the Altona to Laverton line was progressing.

1985 The new Transport House opened at 589 Collins Street, replacing the former Railway Headquarters at 67 Spencer Street and Flagstaff Underground station was ready for use. The last of the 13 P class locos was delivered to South Dynon; N class locos were being introduced into service; and the majority of V/Line carriages were air conditioned. The first two man freight train operation took place; and there was major upgrading of the Ararat - Portland line and the Portland grain terminal marshalling yards.

1986 The last *Spirit of Progress* and *Southern Aurora* services ran; being replaced by the *Sydney* and *Melbourne Expresses;* a daylight train and coach service to Adelaide via Dimboola was introduced and successful introduction was achieved of two man crewing of all intrastate and half of the interstate freight trains. Wooden bodied carriages were finally removed from regular service V/Line inventory; and a new livery was being progressively introduced on passenger sets (tangerine sides, grey roof and green and white stripes). A third track was completed between Caulfield and Moorabbin; agreement was reached with unions for 120 suburban stations to be unmanned after 21 00 hours; and the remaining seven suburban electric parcel vans were withdrawn. A restored 4-car Tait train set (381M- 230D-208T-317M) was returned to service with ElecRail; and the Castlemaine and Maldon Preservation Society re-opened the line between Maldon and Bendigo Road.

1987 Tenders were called for sale of the former Spencer Street Railway Headquarters building and a country carriage maintenance depot with seven tracks was constructed within the Spencer Street rail complex near Dudley Street. Electric passenger services commenced to Warragul employing Comeng sets; the Sunraysia daylight passenger service to Mildura was trialed; and the first CP brakevan (291) was issued to traffic. The Bairnsdale to Orbost, Williamstown to Williamstown Pier and Flinders Street to St Kilda lines were closed, with the latter converted to light rail vehicle operation.

The fate of the Port Melbourne line was similar.

1988 The 15 day rail enthusiast event of a lifetime, Aus.-Steam '88 was held in Victoria during October/November. The bicentennial steam and transport spectacular featured the famous, then 65 year old high speed veteran of the Golden Age of steam, 4-6-2 Pacific loco A3, No.4472, *Flying Scotsman* from the UK, loco 3801 heading the *Bicentennial Train* from Sydney, ACT veterans 3112 and the then 110 year old 1210. Victoria's own R761, R707, J515, D^{3}639 and an assortment of vintage diesels and electric locos on static display as well as on short and long trips, and the unsurpassable spectacle of three steam trains in parallel running.

Guards were no longer employed on country passenger trains and major improvements were made at Bendigo station. Programmable Logic Controllers started to be fitted to N type carriage sets.

1989 After six years, the MTA and the STA were reamalgamated as the Public Transport Corporation with the Met and V/Line operating as separate divisions; a new Passenger Information Display System (PIDS) was put into use at Spencer Street station; and the $28 million Dudley Street Passenger Car Maintenance Depot and Washing Facility was completed.

Mangalore signal box closed when double line block was disestablished between Seymour and Mangalore; a new rail bridge over the Murray River at Echuca came into use; and construction commenced on a new Broadmeadows station complex.

The *Flying Scotsman* made its farewell Victorian tour.

Y161 crosses the Murray River bridge at Echuca on Thurs.8.5.86 with a down goods for Deniliquin

Both photos Terry Dexter

1980s

Across the State

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56RM stands at Werribee platform in between Newport shuttles on Fri.17.7.81 *Norm Houghton*

T326 accelerates out of Newtown with the down Pittong goods. Wed.26.9.84 *Frank Strik*

A west bound freight departs Tottenham Yard and crosses Sunshine Road on the Brooklyn Loop line behind X54. Fri.24.5.85 *John Dennis*

T376 with No.3311 Wallan - Echuca empty sleeper train passes the decimated yard at Mangalore on Thurs.20.10.88 *Rick Coles*

P11 and Y163 leave Kyneton bound for Bendigo on Sat.9.8.86 *A Sedowie*

S300 pulls out of the unmanned Creswick station with No.215 empty grain having stopped to change staffs. Mon.9.2.87 *G Withers*

X31-931 depart Spencer Street with the 17 41 down South Geelong pass. Mon.2.10.89 *John Green*

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1990 The Auditor-General revealed, that, as the State's financial crisis depend, the government had raised $767 million over the previous eight years by selling and leasing back 65% of the State's trains, trams and buses, and there was speculation that Victoria's debt-ridden country rail operation was to be taken over by Australian National.

A Rollingstock Computer System (ROSCO) was introduced to provide readily accessible details and location of all V/Line and inter-system freight wagons; the dining car on the *Sydney* and *Melbourne Expresses* was given another reprieve; and a new building and updated technology propelled Newport Workshops into the 21st century.

The new stabling yards, maintenance depot and train washing facility were opened at Epping; it was proposed to convert the northern section of the Upfield line to a standard gauge light rail vehicle track; and the last of the SH sets was delivered for use on country commuter services. The cars were all converted Harris suburban carriages.

The repaired Mornington 70 foot turntable was installed at Warrnambool in time for centenary celebration trips and the Central Highlands Tourist Railway re-opened the line between Daylesford and Musk.

1991 At a cost of $56 million, the Government announced the building of 22 new Sprinter railcars to service outer suburban and country areas; and the capacity of the South Dynon Container Terminal was increased to make it the biggest intermodal terminal in the southern hemisphere.

1992 Mobile payphones were installed on the *Overland* and *Sydney/Melbourne Expresses.* Trials began on the new Dudley Street car wash, the Leongatha to Barry Beach line was closed; and the PTC held open days around the State.

1993 The new Liberal Government Minister for Transport released a strategy for the most radical reform of public transport this century, involving the progressive breakup of the PTC with the ultimate aim of privatisation. The initial results saw the last passenger trains from Melbourne to Leongatha, between Sale and Bairnsdale and Dimboola and Ararat. The last *Vinelander* ran to Mildura, private company West Coast Railway was contracted for seven years to operate the train service to Warrnambool, with Hoy's Coach Line contracted to provide a rail service to Shepparton. Eighty per cent of Melbourne's public bus fleet was contracted to a Sydney company trading as the National Bus Company. The remainder of the PTC was restructured essentially into five businesses: Met Trains, Met Trams, Met Bus, V/Line Passenger and V/Line Freight.

National Rail, owned by the Federal, NSW and Victorian government was legally empowered to operate interstate rail freight business; construction of the Melbourne - Adelaide standard gauge rail link via Cressy commenced; and the first train (NRC freight) crossed the South Australian border without a crew change. The XPT began running a night service between Sydney and Melbourne; and first Sprinter rail car was under test.

1994 Agreement was given to convert to standard gauge the following grain lines: Dimboola to Yaapeet, Murtoa to Hopetoun and Ararat to Portland; and a further variation to V/Line carriage livery began to appear (crimson car sides, blue roof and reflectorised white between windows).

The Ararat train crew depot was closed and the last Melbourne to Ararat passenger train ran. Australian National took control of the operation of the *Overland;* a daylight XPT service started between Melbourne and Sydney; and the electric overhead wiring between Warragul and Traralgon was removed. Some of Victoria's magnificent old train carriages, including *State Car*, was restored for charter trips.

1995 Standard gauge freight services commenced between Melbourne and Adelaide; The *Overland* ceased running temporarily while rollingstock was re-gauged at Islington; and the NRC tendered for 120 new locos. Digital clocks linked to METROL were installed at 63 stations; a fatal derailment occurred at Werribee and 22 new Sprinter railcars were in service

1996 The Rail Corporation Act 1996 was introduced into Parliament providing for the PTC to be broken down into smaller, automous, customer-focused business corporations.

Sprinters have revolutionised rail travel since their introduction in 1994. 7015 leads seven other Sprinters out of Sunshine on a test run to Ballan on Sat.15.10.94 *Gavin McLaughlan*

The model had already been successfully applied to government metropolitan bus services under the powers of the Transport Act 1983. Initially V/Line Freight Corporation and Victorian Rail Track Corporation were set up as independent businesses, with the latter to manage the non-urban rail infrastructure and train control, negotiate access arrangements and be responsible for asset maintenance.

V/Line purchased Australia's first rail/road transferable loco; an extension of the standard gauge grain line network into Dunolly was progressed, as was the conversion of the former 67 Spencer Street Rail Head Office into the All Seasons Premier Grand Hotel and Apartments.

Sprinter railcars were withdrawn from service due to repeated failure to activate level crossing warning signals and boom gates. The problem was eventually overcome by the fitting of a track circuit assistors to guarantee circuit operation of track circuitry by the railcars. The Upfield line $25 million upgrading project commenced. Automatic ticketing machines were trialed at Ashburton and services to Webb Dock were suspended.

1997 Australian National was sold to three bidders: Great Southern Railway (now owner and operator of the *Ghan, Indian Pacific* and the *Overland*), Australia Southern Railroad (South Australian general freight operations) and Australian Transport Network (Tasrail).

Both Met Tram and Met Trains were split into two parts creating four suburban tram and train businesses within the PTC. The fully integrated, self-supporting businesses are Bayside Trains, Hillside Trains, Swanston Trams and Yarra Trams.

A $24 million upgrade of Flinders Street station was announced to be completed by 1999; and a $123 million Jolimont rail yard rationalisation was commenced in conjunction with the construction of Federation Square. Forty one sidings were relocated to suburban train depots with only 12 tracks running through to Richmond and Clifton Hill.

Goninan's Spotswood maintenance facility was opened for servicing of NRC locos; Museum underground station was renamed Melbourne Central; and the *Fruit Flyer* Mildura to Melbourne freight train was discontinued.

AusRail 1997 International Rail Conference and Exhibition was held in Melbourne with over 80 exhibitors and about 800 delegates – the largest rail event of this type in this part of the world.

1998 Automatic ticketing came into use on trams and at suburban and some V/Line stations in the Met fare zone; trams operate without conductors; new electric train maintenance centres were opened at Westall and Bayswater.

City Link road works bridged the North Melbourne rail yards; and the remaining 20% of government buses were taken over by Metropolitan Bus Link, a consortium of private sector operators. A new computerised flip-over passenger information system came into use at Flinders Street station giving travellers up-to-date details of services, departure platforms and stopping conditions of each train; and bridge construction commenced over the simplified Jolimont yard for the Exhibition Street extension to carry tram and road traffic to Batman Avenue and Swan Street.

Expressions of Interest were called in August for the privatisation of the business assets of V/Line Freight Corporation together with a long term lease over non-electrified intrastate rail infrastructure. In October, invitations were extended for Expressions of Interest for five fixed term passenger rail franchises. The businesses offered were V/Line Passenger, Bayside and Hillside Trains, Swanston and Yarra Trams. The franchise contracts were stated for a minimum of seven years and cover rollingstock and lease of infrastructure including track and depot facilities.

* * * * * * * * *

Public transport in Victoria has now reached a watershed. Rapid review of the last twenty five years points to progressive deregulation, more commercially oriented, cost conscious transport operation with significant staff reduction. However, considerable capital expenditure, comparable with that made available for road works, is desperately needed. State and Federal Governments now believe that this money and the resultant services that could be provided can be better supplied by private enterprise. We are now starting to witness and test this theory.

NEWSRAIL has successfully recorded rail activity in Victoria over a period of continuing dynamic change, and those who have made this possible are deserving of the thanks and congratulations of readers. The future holds much that will be worthy of recording in future issues. It is a firm hope of patrons and railfans that future rail services will be operated by persons and organisations with real enthusiastic interest in their future. Then, and probably only then, will we witness dramatic improvement in the rail industry.

The 4D experimental train arrives at Camberwell during a test run. Tues.11.2.92 *Gavin McLaughlan*

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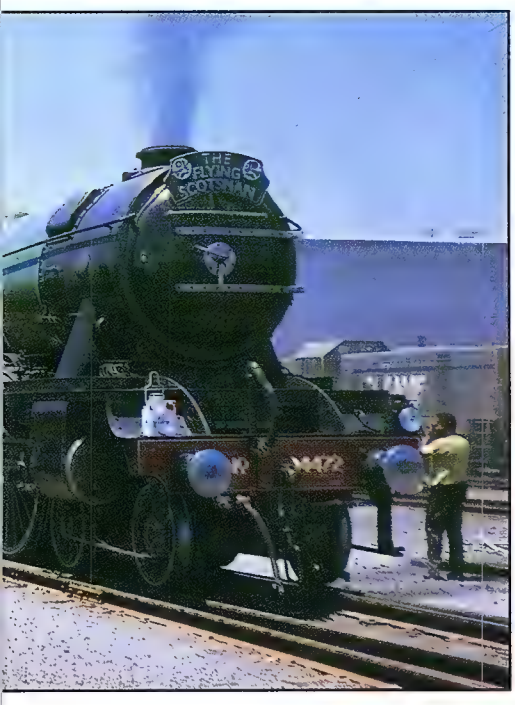
CHANGING I

1 **T401-T398 arrive at Ballarat with the dov**
2 **X43 awaits departure from Cobram in Ja**
3 **L1158 waits in the yard at Pakenham with races by with a down Traralgon pass. Thu**
4 **The *Flying Scotsman* made a tremendous in triple-heading with R707 and R761 at Sou loco and two broad gauge locos together**
5 **T359 departs Spencer Street with the 18 V/Line service. Thurs.9.3.89** *John Green*
6 **NR84-DL50 depart Melbourne on a brigh beyond. Mon.8.6.98** *Steve Munro*
7 **NR85-NR89 haul an up steel train near th to the Melbourne steel terminal. Thurs.8.**
8 **NR63-NR24-8118 work a down freight thr Sun.20.9.98** *Steve Munro*



OCO IMAGES

ldura oil train. Tues.8.9.89 *Barry Eadie*
1991 *ARHS Archives*
mpty briquette train for Morwell as L1160
.8.84 *Barry Eadie*
t when it visited Australia. Here we see it
ynon Loco on Fri.16.12.88. One standard gauge
nteresting. Dual gauge of course *Barry Eadie*
own Seymour pass. on its second last day in

ny day with a full load for Adelaide and

eelong Road overpass at Brooklyn en route
Steve Munro
Broadmeadows on the afternoon of

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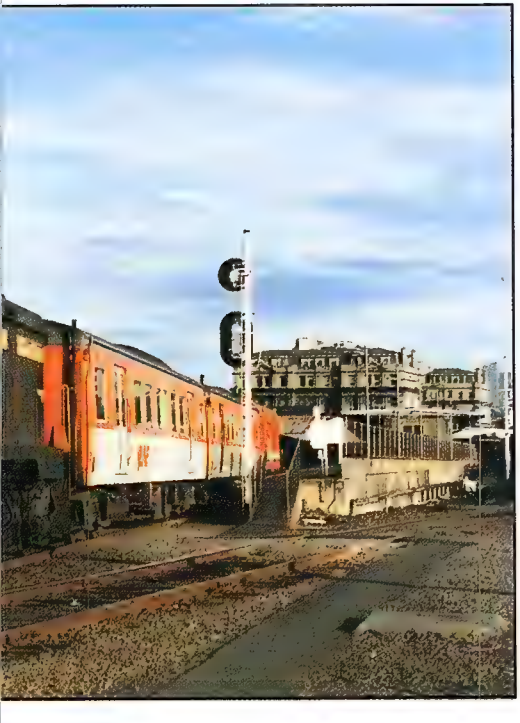

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NM35 on the narrow gauge steam-hauled *Ghan* to Alice Springs at Abminga in June 1954 *Port Dock Museum*

— *History of* —
THE GHAN AND THE OVERLAND

The new Ghan service into Melbourne which commenced 18 November provides NEWSRAIL with the opportunity to review the history of the service, as well as a review of the Overland's past, current and future

Julian Insall

The *Ghan.* This legend of the Northern Territory prides itself in its journey to the majestic red centre, Alice Springs. A luxury 18 hour rail journey from Adelaide. Well, it is now. However, take your mind back to 1929 when it could take from a few days up to three months to reach the 'Alice'. Via the now ghost towns of Marree, William Creek and Oodnadatta, the *Ghan* made its name known for its adventure through the outback, battling against all odds — extreme hot temperatures, or torrential rain followed by floods that could either buckle the track in the heat or wash away the tracks completely! In either scenario, the train would be stranded for days, weeks or even months. There was a time when the *Ghan* arrived in Alice Springs, on time, well the arrival time was correct, however, three months had past since it was due! The old *Ghan,* which traversed the narrow gauge track at a maximum speed of 40 km/h, closed in 1980 around the same time as the new standard gauge line opened.

The new *Ghan* as it was then known, began operating utilising spare rollingstock from the TAR fleet, which were used for the *Trans Australian* and *Indian Pacific* services. The service that the then Australian National provided departed on Thursdays from Port Pirie and returned from Alice Springs on Fridays. A broad gauge connecting service would operate from Adelaide Railway station, to connect with the *Ghan* in both directions. In 1985, the standard gauge link between Crystal Brook and Adelaide was completed, and before long we saw the extension of the *Ghan,* as well as the *Indian Pacific* and the *Trans Australian* services operating to and from Adelaide, out of the brand new Keswick Terminal.

In 1989, the *Ghan* underwent a major refurbishment programme. The rollingstock was refurbished and outshopped with a striking desert orange/yellow colour scheme along the centre of each carriage, and the famous *Ghan* logo installed on the bottom centre on each side of each vehicle. The lead loco at times would also wear the *Ghan* logo on special occasions.

Introduced onto the *Ghan* during its refurbishment was a second lounge car, an entertainment car which included

NT66 departs Marree for Alice Springs. Circa 1964 *Port Dock Museum*

poker machines, a hairdressing salon, individual televisions capable of showing the latest video releases, seating area for games and reading, plus a video arcade for childrens' games.

During the decline of Australian National, the face of the *Ghan* suffered. A lack of money spent on carriage maintenance resulted at times, the *Ghan* appearing comparable to the *Indian Pacific,* with carriages from that fleet being used on the *Ghan*. The entertainment car had been removed and also the second service, which operated on Mondays from Adelaide and Tuesdays from Alice Springs between April and November was cancelled.

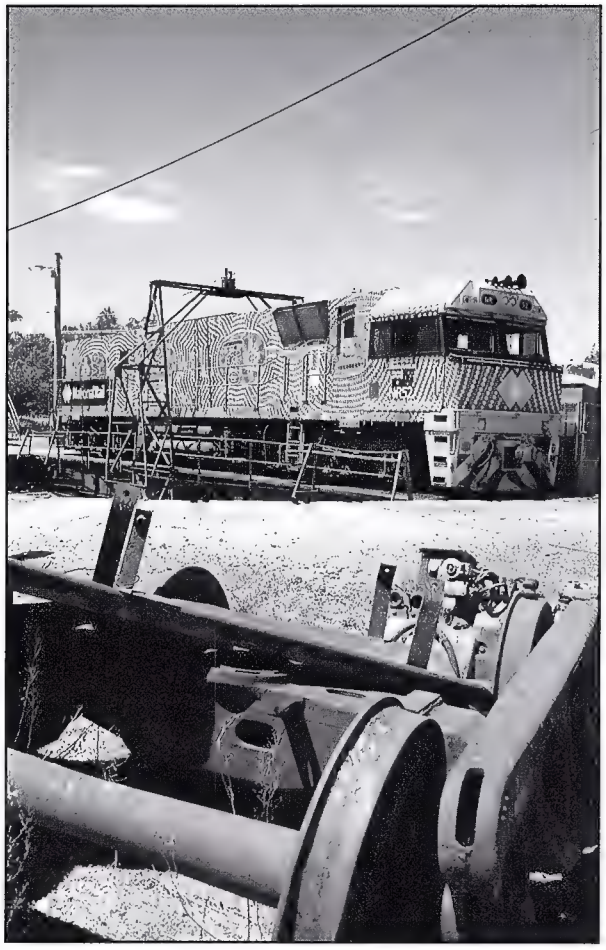
The sale of Australian National, introduced Great Southern Railway into the fold. Once the sale had been completed, GSR announced the operation of the Monday *Ghan* service between Adelaide and Alice Springs to be all year. Other incentives to clients included free motorail with particular booking conditions and an updated schedule. Of course, GSR opted for the use of National Rail NR class locos for use on their services, which then increased reliability in running times, and less delays, previously caused by the problem plagued CLP class locos (note: It is of interest that the CLP locos are now used on Australia Southern Railroad freight services).

One of GSR's future plans has been to extend the *Ghan* service once a week to Melbourne and to Sydney. The first scheduled arrival into Melbourne was on Wednesday 18 November. The planned schedule is to depart Alice Springs at 13 00 on a Tuesday, arrive into Adelaide at 08 00 on Wednesday, depart at 09 40, and arrive into Melbourne at 21 05 (the last regular daylight workings were in 1983 when the daylight *Overland* operated in both directions). The return will depart from Melbourne at 22 35, and arrive into Adelaide at 11 40 on Thursday, then continue on the existing Thursday schedule to Alice Springs, departing at 15 00, and arriving into Alice Springs on Friday at 10 00. GSR's schedule is very ambitious, with a tight turnaround in Melbourne.

Incentives for passengers to travel from Melbourne onboard the new *Ghan* service include: for first class passengers, complimentary drink in the lounge car prior to departure, lunch and sightseeing tour in Adelaide during the three hour layover prior to departure to Alice Springs. Coach class passengers will enjoy a complimentary transfer between Keswick Terminal to Adelaide city centre and return. On the return sector from Alice Springs to Melbourne, there is an optional city tour available for all travellers at a small surcharge. Costs per adult one way start at $840 first class sleeper, $525 holiday class sleeper and $250 for a coach class seat. The first class fare includes all meals, where holiday class and coach class meals can be purchased from the Matildas restaurant. The cost for motorail between Melbourne and Alice Springs is $380 one way. Bookings for the new service have been very positive, with each service from the first until mid January sold out in first class.

Publicity for the new *Ghan* service into Melbourne has been quite extensive, with advertisements in the *Herald-Sun* several times over the past three months, press releases, media launches and a public inspection of the *Ghan* in Melbourne. The *Ghan* was on public display at Spencer Street on Saturday 7 November, displaying both sleeping accommodation carriages, the dining and club cars, and the coach class carriage. Over 10,000 people inspected the train, and some also inspected the indigenious coloured NR52, which looked quite impressive. The following day, the *Ghan* rollingstock was used for a charter to Seymour for the Red Cross Association, departing at 10 30 and returning later in the day.

In another press release, GSR have announced the operation of their longest ever *Ghan* to operate from Adelaide, departing on Monday 16 November 1998, setting a record for the longest train ever operated by GSR, their previous longest train operated to Perth earlier in the year. The train departed with two NRs, hauling a total of 35 vehicles. This consisted of 15 first class sleepers, two holiday class sleepers, a total of ten dining and club cars, two coach class carriages, two



NR52 on Seymour's dual gauge turntable during a promotion tour on Sun.8.11.98. This was the first NR in this livery to enter Seymour Loco *Steve Munro*

vans, one crew car, and three motorail wagons, totalling a length of 896 metres and weighing 1904 tonnes, for a capacity of 436 passengers.

Great Southern Railway will commence operations of the *Ghan* between Alice Springs and Sydney from Sunday 4 April 1999. The new service will depart from Alice Springs at 13 00 on Friday, and arrive into Sydney at 09 00 on Sundays. The return will depart from Sydney at 13 15 and arrive into Alice Springs at 10 00 on Tuesdays. As with the Melbourne service, incentives for this service include outback sightseeing within New South Wales and city sightseeing within the city of Adelaide.

Great Southern Railway also operates the *Overland,* which up until July provided a nightly service between Adelaide and Melbourne. Now, the service operates Sunday to Tuesday, and Thursday and Friday nights in each direction, with the Wednesday and Saturday night services cancelled.

Before the ownership of the *Overland* by Great Southern Railway, the service had been maintained by a joint arrangement between the Victorian Railways and the South Australian Railways made back in 1887. This agreement was still maintained when the name changed from the Victorian Railways to V/Line, and like such with the SAR to Australian National. The nightly operation of the train never changed, however the management of the train did. In 1994, corridor management of the *Overland* became the responsibility of Australian National, with V/Line only providing a loco and crew within Victoria. By 1996 when the train was standardised, Australian National then provided their own locos and only requiring V/Line crews. By 1997, Australian National had been sold and its new owner became Great Southern Railway.

The motive power for the operation of the *Overland* was always interesting, well, until GSR took over. Before the early 1980s when through running was introduced, the *Overland* was hauled in Victoria by B, S and X class locomotives, and

DL40-GM12 arrive at Port Augusta with the up *Ghan*. September 1990 *Julian Insall*

in South Australia by the 900 or 930 class locomotives. When through running was introduced in 1983, the interaction of the S, X and 930 class became obvious, with a combination of the three hauling the *Overland* each night. Regular observations saw an X with a 930, and then a regular operation of S and X, or two of one class. It was rare to see the 930 class lead the *Overland* into Melbourne, although it did happen occasionally. In 1989, the regular operation of V/Line's N class commenced, with the later removal of the power van as the N class could provide the headend power. It was common for two N classes to operate the train in each direction, although towards the end of the broad gauge operation only one N class was required. In 1996, the line became standardised and after a three month absence, the *Overland* returned with the introduction of the CLP class, formerly CL, which had been rebuilt by Morrison Knudsen in Whyalla.

This class of loco was problem plagued, and always gave headaches. The head end power was always the major problem, with power vans substituted at times, or other locos. When GSR took over the service, a new locomotive tender was called and it was won by National Rail. The five nightly operation of the *Overland* now sees NR class operate this, as well as the *Ghan* and the *Indian Pacific* services.

The new operator has been dealt several blows since the takeover of the *Overland.* They must compete with road coach services that take up to ten hours, whereas their service takes on average thirteen hours. This is due to the reduced line speed between Melbourne and Ararat, which presently is 100 km/h between Melbourne and North Geelong, 80 km/h between North Geelong and Pura Pura, 50 km/h between Pura Pura and Maroona, then 95 km/h between Maroona and Ararat. If this is confusing, look at the current timetable.

Prior to the July schedule adjustment, the *Overland* departed from Spencer Street at 20 20, and arrived into Ararat at 01 17 — can you explain nearly five hours, whereas Greyhound Pioneer, or Firefly coaches would operate this in only three? Fortunately the schedule has been slightly upgraded to allow the *Overland* to depart now from Spencer Street platform one at 20 50, eliminating the need for the use of the RTS J class shunter, and allowing the NR to run around its own train, as well as eliminating a 30 minute wait at Berrybank for an opposing goods train, but still 4 hours and 27 minutes between Melbourne and Ararat.

Once the *Overland* departs from Ararat, it can be competitive against road coach services, in fact be faster, up to Murray Bridge at least where the road services can easily get down the hill, here the train must tackle endless curves, grades and tunnels before reaching Adelaide. However, this can be used as a marketing ploy to promote the hills rather than a waste of time.

Great Southern Railway has also had to withdraw the use of the first class sitting carriage, and reduce the number of carriages on each train due to the lack of patronage. Although not the fault of GSR due to the schedule provided to them on account of the track speed, GSR will need to spend a lot more time and money promoting this service once the line is upgraded by February 1999, as well as the increase in speed between Melbourne and North Geelong.

Their refurbishment programme, aimed at upgrading the interior of sitting carriages, and refitting the RBJ into a 'Matilda's' carriage design which is used on the *Ghan* and the *Indian Pacific,* will provide a lounge for first class passengers, and a take away food facility for economy passengers. Their programme will also see an upgrading of the internal communication, and exterior restoration.

Recent events that are of interest saw the Adelaide Crows in the Australian Football League make the finals, which saw them in all four weekends of the finals competition, and three of them were played in Melbourne. The preliminary final which saw them reach the grand final, saw an invasion of 'Crows' supporters into Melbourne, by road, air and of course rail. GSR extended the usual length of the *Overland* to double, with the arrival in Melbourne on Saturday 19 September, and the departure on Sunday 20 September, fourteen vehicles were hauled in each direction by NR 85. Included in the consist was a *Ghan* first class sleeping car, and an economy sitting car.

The following weekend, the AFL grand final, saw Adelaide play North Melbourne on Saturday 26 September. GSR had already announced an additional service would operate on this night, due to school holidays, and the expected extra patronage caused by the grand final anyway — but were not expecting this! The Friday night service from Adelaide departed with a maximum of nineteen vehicles, a length not seen on the *Overland* for quite some time. The return service on the Sunday night to Adelaide departed with thirteen vehicles. All sleeping carriages were made up of spare *Indian Pacific, Ghan* and *Overland* rollingstock, and also had a Matilda's Restaurant carriage in the consist, which is normally used on the *Ghan* or *Indian Pacific* services for holiday class passengers.

Once the service departs from Ararat, it can be competitive against road coach services, in fact be faster, up to Murray Bridge at least, where the road services can easily get down the hill, here the train must tackle endless curves, grades and tunnels before reaching Adelaide

All first class sitting carriages, now not in regular use, were used on the Friday evening service from Adelaide, as economy carriages, as the first class sitting class fare has been abolished. Two returned to Adelaide on the Saturday night additional service, and the third car on the Sunday night. By the way, and if you didn't notice, the Crows did win again!

The following week the *Overland* operated at additional lengths all week, to cope with the excess of visitors from Adelaide caused by the grand final, plus school holidays. The Sunday 4 October service departed Melbourne with a total of twelve vehicles, including three sleeping carriages, and a *Ghan* sitting carriage.

The new operator has found plenty of problems associated with the running of this service since their takeover, however, have also found plenty of advantages, especially during the football season, school holidays and at other peak periods. GSR have to offer an attractive fare to all customers, with a decent timetable to suit — by advertising its existence. Considerable advertising of the train needs to be increased to create more public awareness.

The *Ghan* has been well publicised in Melbourne newspapers and television advertisements over the past three months, but no advertising on their existing *Overland* service.

Only time will tell if the *Overland* improves, however, with the planned refurbishment of existing rollingstock underway at the moment, a proper advertising campaign to attract more customers, and trackwork in progress to improve the schedule of this and other services, we should see one day, the *Overland* as it once used to be.

THE OVERLAND

'Bygone days' X48-X49-930-932 near Bridgewater with the Adelaide-bound *Overland*. Mon.25.10.82 *Bob Sampson*

Enjoying the last days of their careers, 901-902-905 at Keswick near journey's end with the *Overland*. Sun.30.10.83
Bob Sampson

CLP17 on the down *Overland* at Spencer Street station in November 1996 *Julian Insall*

OPERATIONS

An overview of recent sightings and observations

NORTH – Swan Hill - Bendigo - Echuca

BENDIGO: A summary of sightings is set out below:

Thurs.1.10:
G525-X44-21 wagons (9083) arriving 16 47
G521-4 wagons (9280) departing 20 14

Fri.2.10:
G525-X40-T374-20 wagons (9083) arriving 16 41

Sun.4.10:
G523-T390-23 wagons (9280) departing 20 30
G525-X44-12 wagons (9084) departing 21 40

Mon.5.10:
G525-X42-23 wagons (9083) arriving 17 11. X42 failed and detached at Bendigo. G513 from 9280 replaced X42
G525-X40-X42 (dead)-16 wagons (9084) departing 21 50

Tues.6.10:
G512-27 wagons (9280) departing 21 00
G525-X36-T388-27 wagons (9083) arriving 21 00
G525-G513-T374-18 wagons (9084) departing 21 21

Wed.7.10:
G525-X42-30 wagons (9083) arriving 16 48
G527-16 wagons (9280) departing 20 10
G525-X36-20 wagons (9084) departing 20 50

Thurs.8.10:
G525-X40-22 wagons (9083) arriving 16 33
G513-T388-16 wagons (9280) departing 20 20
G525-X42-22 wagons (9084) departing 21 56

Fri.9.10:
G512-X44-T388-24 wagons (9083) arriving 16 34

Sun.11.10:
G523-A73-31 wagons (9280) departing 20 01
G512-X40-T388-28 wagons (9084) departing 21 45

Mon.12.10:
G512-X42-19 wagons (9083) arriving 16 43
G521-24 wagons (9280) departing 20 08
G512-X44-21 wagons (9084) departing 21 52

Tues.13.10:
G512-X44-30 wagons (9083) arriving 16 59
G515-23 wagons (9280) departing 20 10. Stalled at 137 kilometre post at Porcupine Hill. A78 light loco (0280) pushed 9280 to Kyneton.

Wed.14.10:
G524-A78-33 wagons (9083) arriving 16 51
G521-T374 (offline)-31 wagons (9280) departing 20 25
G521-X44-27 wagons (9084) departing 21 42

Thurs.15.10:
P19-6 Hitachi cars (9011) arriving 07 28
P19-9 Hitachi cars (9012) departing 09 43
G524-X42-9 wagons (9083) arriving 16 45
G515-23 wagons (9280) departing 20 11
G524-A78-15 wagons (9084) departing 21 43

Fri.16.10:
N457-258BCZ-254BCZ-253BCZ-219BS-259ACZ (8011) arriving at 10 34. Same consist departed at 11 20 as train 8028. Normally three or four car N set.
G524-X39-P23-26 wagons (9083) arriving 16 58

Sun.18.10:
G521-P23-13 wagons (9280) departing 20 36
G524-X42-28 wagons (9084) departing 21 50

Mon.19.10:
G524-X33-24 wagons (9083) arriving 16 43
G515-22 wagons (9280) departing 20 20
G524-X39-22 wagons (9084) departing 22 14

Tues.20.10:
G524-X33-28 wagons (9083) arriving 16 48
G527-20 wagons (9280) departing 20 19
G524-X33-24 wagons (9084) departing 22 38

Wed.21.10:
G524-X34-X39-30 wagons (9083) arriving 16 55
G515-13 wagons (9280) departing 20 07

Thurs.22.10:
376-377-T345 light locos (0021) arriving 13 05. To Goninans for paint work.
G524-X40-T396-20 wagons (9083) arriving 16 41
X49-A78-light locos (0081) arriving 17 20. Signal sighting checks. Same engines departed at train 0082 at 19 45
G521-18 wagons (9280) departing 20 18

Fri.23.10:
G521-X33-17 wagons (9083) arriving 21 09

BENDIGO DEPOT VISITS:
Sun.4.10: G513, G523, N457, N465, T382, T390, T402 and Y171
Sun.18.10: G515, G521, N453, N465, P23, T382, T402 and Y171
Sun.25.10: G516, G523, N456, N459, T382, T402 and Y171. *(GW)*

NORTH EAST – Seymour - Tocumwal - Albury

AUSTRAC 48 CLASS TO MELBOURNE: On Thurs.5.11, the up Austrac service into Melbourne was hauled by X45 and Austrac 4836 as second unit. This returned back to Junee and beyond in the afternoon. *(DW)*

SHEPPARTON SIGHTINGS: On Sat.3.10, R761 arrived on a Steamrail *Vintage Train* tour from Melbourne, and operated shuttles to Dookie and Toolamba. Also that day, X50-X53 were stabled in the yard on a down goods, and departed on Monday morning. P21 and RT5 were stabled throughout the weekend. *(CC)*

SOUTH WEST – Melbourne - Geelong - Warrnambool

GEELONG LOCO VISITS:
Thurs.8.10: G515, G526, G527, H5, T379, T409, X36, Y121, Y122 and Y129

OPERATIONS

X45 on a Sydney bound Austrac freight (MS7) at Middle Footscray. Sun.1.11.98 *Julian Insall*

Tues.13.10: G527, H4, S311, T379, T388, T409, T396, X54, Y121 and Y129

Thurs.15.10: B76, G511, G512, G521, G527, T371, T379, T388, T409, X37, X44, X51 and Y129

Mon.19.10: G511, T371, T379, T409, X54, Y121, Y129 and Y157

Fri.23.10: G527, H5, T379, T396, T409, X39, X51 and X54

Mon.26.10: A79, A85, G513, G526, H4, T379, T396, T409, X42 and X46

Wed.28.10: A79, G512, G526, G525, G527, H4, T379, T396, T409, X46 and Y163

Fri.30.10: A79, G512, H4, T379, T396, T409, X37, X46 and Y163 (CH)

WARRNAMBOOL LINE WOES: On Wed.7.10, T379-A71 operated a ballast train from North Geelong Yard to Camperdown, departing at 05 20. However, this train was severely affected by a fatality earlier in the morning at Galvin which delayed all services that morning. The ballast crossed the 06 35 up Warrnambool pass. hauled by B61 which was terminated at Geelong, then returned to Warrnambool as the 08 49 down pass. which operated as buses from Melbourne. As this train was late, a scratch set was made up to form the 12 20 up pass. which was hauled by S311. Both passes crossed at Camperdown — the first time two passes have crossed for many years.

In a separate incident, B61 failed at Moriac while hauling the 08 49 down Warrnambool pass. X46 was sent from Geelong and pushed the train to Winchelsea, then ran around and continued on to Warrnambool. X46 returned to Geelong on the 12 20 up pass., along with S311 and dead B61. Both X46 and B61 were detached at Geelong, where B61 would be later forwarded to Ballarat for attention. *(CH)*

T CLASS ON WARRNAMBOOL PASS.: On Fri.6.11, T369 was second unit behind S311 on 12 35 down Warrnambool pass. That evening, the 18 00 down pass. was hauled by X39 and B61. *(JI)*

WEST — North Geelong - Ballarat - Maryborough - Mildura - Cressy - Ararat

WCR DIESEL LOCOMOTIVE MOVEMENTS:

S300: In Tues.6.10, out Mon.12.10 — routine maintenance.

B61: In Tues.13.10, out Wed.14.10 — water leak.

S302: In Wed.14.9 — spent the entire month at Ballarat East with a defective main generator.

R711: Work on fitting out continued throughout October, culminating in a steaming of the engine on Thurs.22.10. The engine moved under its own steam for the first time in 33 years at Sun.18 11. The sight of a diesel control stand in the cab of a steam engine looks alien — testing in multiple with a diesel has yet to take place. The engine has the usual deep throb of an oil burner when in steam, and this, along with the distinctive sound of two single stage brake pumps working in and out of step, is very reminiscent of the New Zealand Ka class 4-8-4s. Testing

P20-RT5 quietly wait at Shepparton on Fri.18.9.98 *Chris Carter*

OPERATIONS

X42-X53 wait in the platform at Tocumwal with an up wheat train. Sat.19.9.98 *Chris Carter*

was to commence over the weekend of 14-15 November, and mainline testing from Mon.16.11, and an official launch on Sat.21.11. *(DM/CJ)*

SLEEPERS: Two ex *Overland* roomette sleepers arrived at Ballarat on Tues.6.10. JRA1 *Mururi* and JRA4 *Purpawi*. Both are complete and in near running order.

BRS222 was outshopped on Thurs.29.10, following a full refurbishment and painting. *(DM)*

MILDURA: A85 collided with a semi-trailer loaded with barley on the Patchewollock Road level crossing at Speed at 15 45 on Tues.27.10. A85 was hauling an up gypsum train from Ouyen. The coupler and cowcatcher were damaged in the collision. The damage is so extensive that the nose from scrapped B68 will be used to replace the damaged one. The nose

CLP8 leads CLP17 across Separation Street at North Geelong 'C' box on Thurs.1.10.98 *J Smithers*

OPERATIONS

will be retrieved from a scrap yard in South Australia. *(BMcL/DW)*

GHERINGHAP: Some interesting sightings include:

Mon.21.9:
NR79-DL44-BL35-55 wagons (9822) on up at 11 35
G532-G536-G519-G539-50 wagons (9752) on up at 14 31
G524-G526-S311 (WCR) 11 wagons (9137) on down at 14 42

Tues.22.9:
G521-T390-6 wagons (9137) on down at 14 25

Wed.23.9:
G526-G513-A85-45 wagons (9121) on down at 13 27

Thurs.24.9:
G521-A77-32 wagons (9137) on down at 14 48
G512-X43-15 wagons (9123) on down at 17 13

Fri.25.9:
GM42-CLF4-25 wagons (9756) on up at 11 17
X36-G524-G523-A85-A71-43 wagons (9137) on down at 14 52

Sat.26.9:
NR92-20 vehicles (8702) on up *Overland* at 06 59 (additional carriages for AFL Grand Final)
NR92-8118-27 wagons (9729) on down at 15 03

Sun.27.9:
X36-8 wagons (9102) on up sleeper train at 08 59
NR91-DL45-18 wagons on up at 15 35

Mon.28.9:
G514-G521-T408-32 wagons (9123) on down at 16 59

Tues.29.9:
A73-X33-T400-50 wagons (9137) on down at 16 13

Fri.2.10:
CLF4-CLP8-GM42 (9756) on up at 11 30

Mon.5.10:
NR78-NR100-8118-60 wagons (9822) up steel at 13 22

Wed.7.10:
NR88-BL35-DL44-48 wagons (9822) up steel at 12 39
G524-G521-T392-Y174-39 wagons (9137) on down at 15 01

Fri.9.10;
G513-X43-A77-33 wagons (9137) on down at 14 52
G511-T371-15 wagons (9123) on down at 17 08

Sat.10.10:
X38-12 wagons (9792) on up at 22 58

Mon.12.10:
G542-G520-G519-60 wagons (9754) on up at 09 50
GM42-CLF12-22 wagons (9755) on down at 20 50

Tues.13.10:
A73-T390-11 wagons (9103) on down ballast at 11 00
NR78-BL35-8118-34 wagons (9821) on down at 11 49
A77-X39-B61(WCR)-30 wagons (9137) on down at 15 03
G530-X45-50 wagons (9753) on down at 19 20

Wed.14.10:
NR86-8120-33 wagons (9821) on down at 11 39
G526-14 wagons-G512 (9121) on down at 20 41 (note push-pull of G classes)

Thurs.15.10:
G540-G528-X45-G519-39 wagons (9752) on up at 11 41

Sat.17.10:
G511-G527-X37-A77-51 wagons (9138) on up at 05 06. *(GE)*

PATRICKS FREIGHT SERVICE: The normal rostering of GM42 on occasional services into Melbourne was interupted on Wed.11.11 when GM46 made a surprise visit into Melbourne behind CLP12. The GM

T374 stands in the sun at Boort as it waits to depart for Bendigo on Sun.27.9.98 *Michael Bray*

OPERATIONS

was second unit in both directions as this unit is not modified to lead in Victoria. *(DW)*

On Fri.7.11, GM42 failed in the Adelaide Hills enroute to Tailem Bend behind CLF1-CLP12. After a six hour delay, the train eventually continued, and arrived in Melbourne at 19 00. Due to the later arrival, the return service did not depart until 14 00 on Sat.8.11, normally scheduled to depart at 23 55 on the Friday night. *(JI)*

EAST — Warragul - Traralgon - Sale

TRIPLE R CLASS STEAM TO TRARALGON: On Sat.14.11, a special train operated to Traralgon, in an attempt to break the Guiness Book of Records for the largest number of passengers ever hauled on a steam train in Australia. Unfortunately the target was not met, however the train still operated. R761-R766-R707 and 15 carriages, departed from Newport at 08 21, picking up passengers at Spencer Street, Flinders Street, Caulfield, Dandenong, Pakenham and Warragul, before arriving at Traralgon on time at 11 45. The return departed at 17 55, and arrived into Spencer Street on time at 20 32. The presence of three R classes was felt in Melbourne, with extended whistling by the three Hudsons passing the MCG where the Mushroom Records 25th Anniversary Concert was held, and again passing over the viaduct between Flinders and Spencer Street, much to the delight of the many onlookers and passengers onboard the train. *(JI)*

SUBURBAN

SCT 101: This grey unit originally from Western Australia has been sighted around the Dynon area. On Fri.6.11, it was sighted passing the NRC Freight Terminal at 19 30 enroute from South Dynon to its SCT home at South Kensington. *(JI)*

MURRUMBEENA SIGHTINGS: Highlights include:

Sun.20.9: L1162-2 WCR BH cars on RTA Warragul tour

Wed.30.9: P19-A79 down light locos in place of regular down Maryvale paper train. Locos still run to balance up return workings for other traffic. First operation of P class on this line for quite a period of time.

Mon.12.10: Down Maryvale paper train hauled by G514-A79, normally hauled by one or two A classes. *(MB)*

NR84-NR89 power 9821/NP2 upgrade through Inverleigh as they head west to Adelaide on Sun.27.9.98 *T Avè*

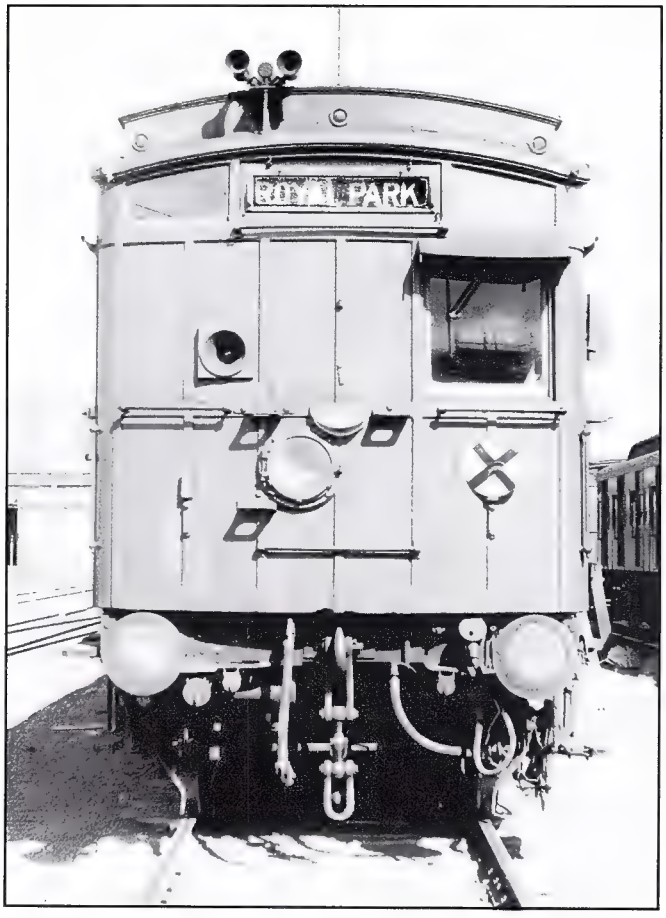
CAULFIELD-MORDIALLOC STEAM SHUTTLES: To coincide with the annual McKinnon Festival on Sun.8.11, steam train shuttles operated between Caulfield and Mordialloc and return. K190 and five carriages operated four return shuttles from Caulfield.

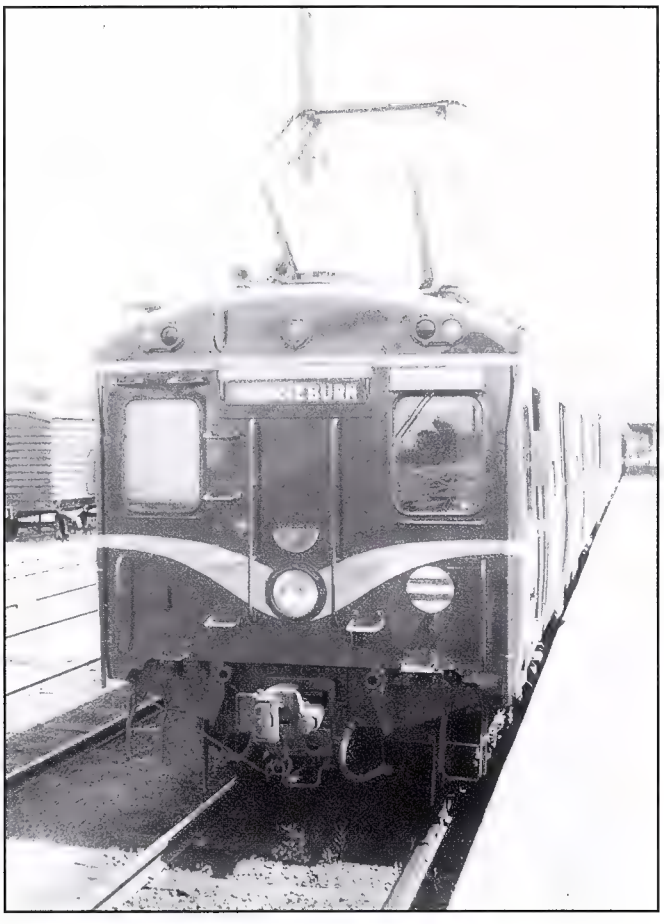
R761 departs Dookie for Shepparton on Sat.10.10.98 *David Dunn*

SUBURBAN DESTINATIONS

The past . . .

When Melbourne had 'Red Rattlers' they were able to arrive at where their indicators were showing

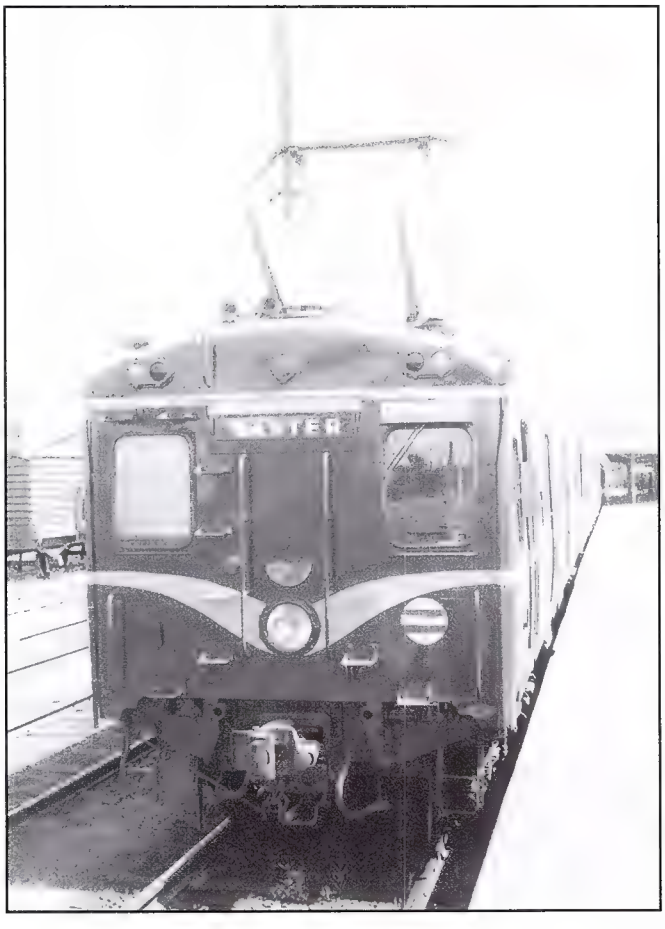




The future . . .

Harris trains would have liked to stretch their legs but never did

All photos Barry Eadie



INTERSTATE FREIGHT

When the broad gauge ran to Adelaide, BL27-C507 round the curve into Derrinallum on 9169 as they are Adelaide bound. Sat.12.11.94

BL29-C505 emerge from the fog at Lillimur at sunrise on 9715 Trailerail. Sat.10.5.97 *Both photos Gavin McLaughlan*

WORKS

A round-up of News, Tenders and items from the Weekly Operational Notices

TENDERS

- Tender B98034, closed 23 October 1998
  Bayside Trains and Hillside Trains for the upgrading of the Pride system software which includes rewriting of the Pride software in order to achieve Year 2000 compliance and enhancements designed to improve on current performance and system functionality.
  The Passenger Real-Time Information Dissemination Equipment (PRIDE) system provides real time train running information throughout the train network. The current Pride system is based on a prototype system that was developed five years ago.
- Tender 98/ES0008, closed 16 October 1998
  PTC for the replacement of existing small span rail deck and steel beam bridges on the Ararat to Serviceton line between distances 267 km and 405 km. Five of the bridges are to be constructed with new precast concrete culverts, wing walls and kerbs. One is to have the superstructure replaced with precast concrete deck units. All precast units shall be supplied by the PTC.
- Tender, closed 16 October 1998
  V/Line Ballarat for the clearance of all unserviceable sleepers released from the railway line from Maroona to Ararat.
- Expression of Interest VT0021A, closed 16 October 1998
  The Victorian Rail Track Corporation (trading as VicTrack Access) for remedial works for the Melton viaduct, scheduled for April-June 1999.
  The Melton viaduct in on the Melton to Ballarat line and crosses the Melton reservoir. The work comprises the installation of a new steel troughing deck, siding bearings, safety walkway and fencing, general steelwork repairs and trackwork.
- Expression of Interest 98ES/0005, closed 28 October 1998
  The PTC for the funding, development and operation of an air-space development over the light rail cutting between Dorcas and Park Streets, South Melbourne.
- Tender H98101, closed 21 October 1998
  Hillside Trains for the supply, delivery, installation, testing and commissioning of a new internal combined domestic cold water and fire water service for the Epping train maintenance depot building to a fully operational stage.
- Tender B98037, closed 5 November 1998
  Bayside Trains for the demolition and dismantle of existing facilities, provision of temporary facilities and construction of new station buildings at Cranbourne and Berwick.
  The new buildings will comprise of enclosed booking lobby, ticket office administration and staff amenities, and public toilets including facilities for disabled.
- Tender B98038, closed 27 October 1998
  Bayside Trains for the demolition and reconstruction to provide workshops, stores, staff amenities and electricians store/depot.
- Tender 98/ES 0011, closed 30 October 1998
  PTC for the design, supply, installation, testing and commissioning of a dual-digital based voice-recording system.
- Tender H98109, closed 11 November 1998
  Hillside Trains for the manufacture, supply and commissioning of disabled waiting shelters at five suburban railway stations.
- Request for Proposal H98110, closed 11 November 1998
  Hillside Trains invites proposals for the supply, installation, maintenance and management of a luggage locker system at Flinders Street and Richmond stations.

The National Rail crew enjoy B74 as it leads Great Northern's 381 on a down standard gauge ballast at Little River on Sun.26.11.95 *Vic Greensill*

PRESERVATION

News from the preservation scene

MORNINGTON RAILWAY PRESERVATION SOCIETY

The rollingstock currently held by MRPS includes:

LOCOMOTIVES:

Steam – K174 ex Fitzroy Gardens stored pending future restoration, K177 under restoration, K163 operational.

Diesel-electric – T344 operational, T411 on loan to West Coast Railway.

Diesel-hydraulic – ACT1 operational, ACT2 stored Moorooduc.

Carriages – AW65, BE45, BE57 BU27 and 98G operational; AW65 undergoing overhaul: ABL3, BE58 and RM59 stored.

Parcel vans – 12CM and 13CM stored.

Wagons – HD73, W157, W257, W275, VLPY129, WT18, WT27 and WT73 stored.

Vans – CV5 available for use as catering van, ZD604 available for use, ZB20 used as loco office. C35, CW2, ZL200, ZL582 and ZL586 stored.

MRPS ran trolley rides along the Maribrynong River branch on Sun.18.10 for the Melbourne Writers Festival from the Arts Centre near Bunbury Street towards the down end of the line.

SEYMOUR RAIL HERITAGE GROUP

On Sat.17.10 the SRHG ran the '10th Anniversary Trip of J515' to commemorate the return to service of J515 in 1988, following the restoration carried out by the then Seymour Loco Steam Preservation Group. The trip was from Seymour to Benalla and return.

Prior to the departure from Seymour a ceremony was held to name the loco GM36, *C M Stoman,* in recognition to Cliff Stoman, as one of the founding members of the group and for the restoration work he has done on various locos in their fleet including GM36.

At the ceremony President Colin Rutledge provided a background to the restoration of J515. Mr Andrew Neal, Chief Executive of the PTC detailed the history of GM36.

The trip to Benalla saw J515 leading GM36 hauling a seven-car Heritage set of E cars plus *Yarra* parlour car. The return trip saw GM36 leading J 515 for a spirited run back to Seymour.

RAIL TRAILS

WARBURTON TRAIL: The Minister of Sport, Tom Reynolds, opened the Lilydale to Warburton Rail Trail, on Sun.8.11.

The rail trail commences at the Maroondah Highway in Lilydale and proceeds for 36 kilometres through to Warburton, crossing some 13 bridges, which required considerable rebuilding. The bridge over the Woori Yallock Creek is 175 metres long. Considerable local community effort was provided to assist in clearing the line of blackberries and undergrowth as well as removal of rubbish dumped into the cuttings over time.

The State Government provided over $207,000, the Shire of Lilydale $35,000 and $36,000 contributed by the community.

This trail is the first completed trail of many that are being constructed on disused and abandoned rail lines throughout Victoria.

WANGARATTA - WHITFIELD RAILWAY CENTENARY

Over the Labour Day Weekend 1999 a local committee of enthusiasts are proposing to celebrate the centenary of the opening of the Wangaratta to Whitfield 2' 6" narrow gauge railway with a festival to be held at Whitfield.

This line was the first of four narrow gauge lines built and operated by the Victorian Railways.

63RM works on the Central Highlands Tourist Railway between Bullarto and Musk. Sun.18.10.98 *David Dunn*

TAILDISC

Reviews, amendments, queries, bits and pieces and the odd spot

Mr Brian Webber of Keperra Qld writes:

Lloyd Holmes' letter (October 1998) comment about 'no other State's railway hierarchy would entertain the idea of steam locomotives working regular passenger and freight trains, etc.' may be his view and even a popular perception but I believe the comment does not give credit where due.

Queensland Rail owns, maintains and crews its own steam locomotives (in this context; an important point). These locomotives have run public passenger services for Citytrain around the City Circle at Exhibition time for the last few years. In August last, it was possible to see DD17 1051 and C17 974 passing each other on these services. At other school holiday times, the locos have hauled services which were available to anyone paying an appropriate fare. Whilst strictly these may not be REGULAR trains, I submit they do fit the general thrust of Lloyd's letter.

Other railways allow private steam (and diesel and electric) locos onto their tracks in a non-discriminatory way. When one considers what other transport organisations (e.g., McCafferty's, Qantas, P&O ships, TNT road) do for history, I think the rail industry has a good record.

I would like to record my thanks to the industry and its decision makers who personally take the risk when allowing activities outside their core business to take place.

ODD SPOT

The first railway line built in Australia opened in 1854 and ran from Goolwa to Port Elliot in South Australia. Why was this line built? The mouth of the Murray River frequently silted up, preventing ships from sailing up to Goolwa.

A.R.H.S.
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CHAMPION ROAD
NORTH WILLIAMSTOWN

Nothing to do on

TUESDAY NIGHTS?

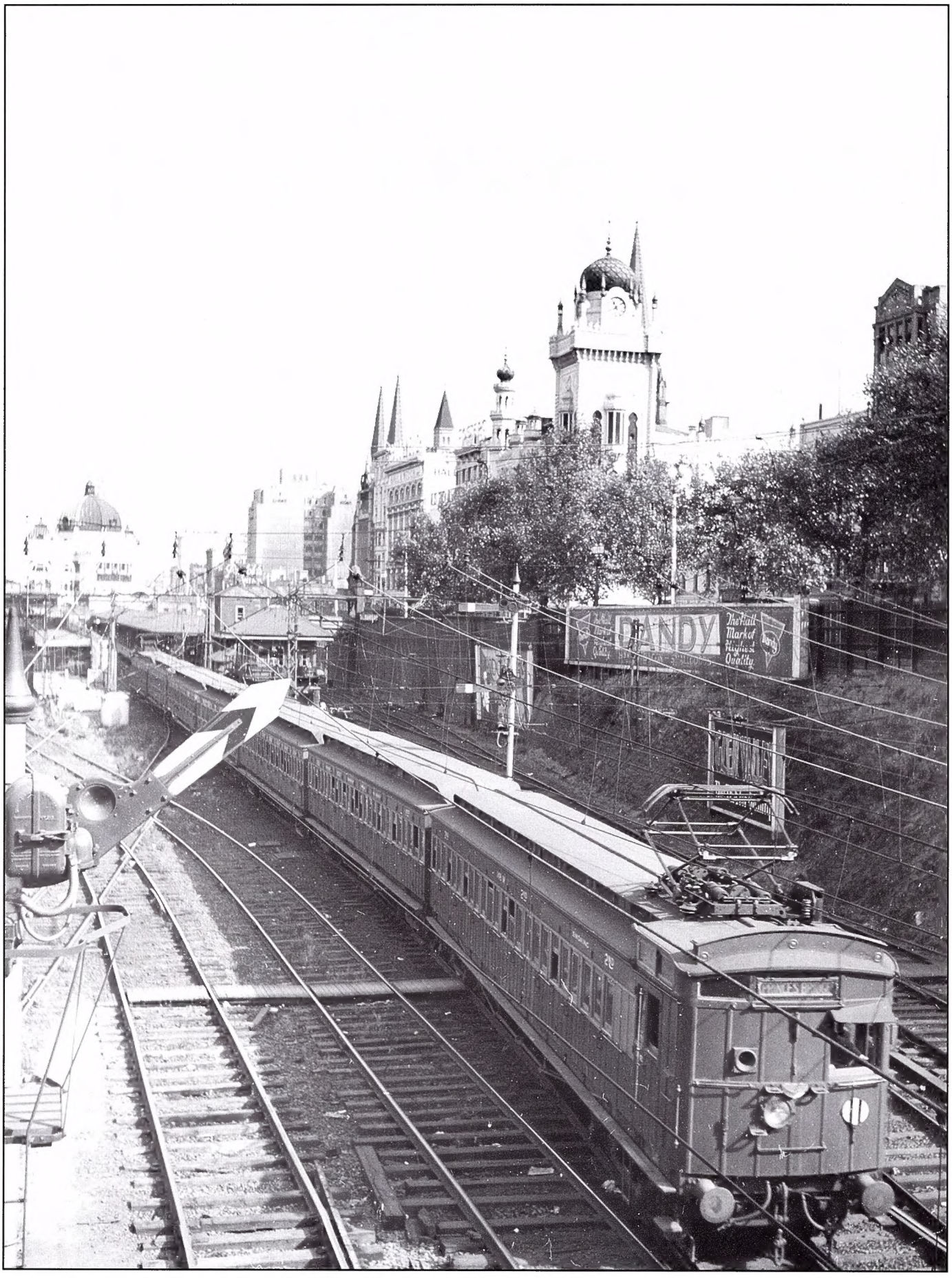
Why not visit the ARHS Archives on the down platform at Windsor from 8 p.m.?

See you there!

VHHX 724G
— *A two-sided message* —

V/Line Freight have painted VHHX 724G with V/Line Freight on one side and ABB on the other side. Tocumwal Sat.19.9.98 *Both photos Chris Carter*

TASK COMPLETED



Having deposited a morning peak-hour load of passengers at Princes Bridge station in the mid-1950s, a seven-car, first and second class swing-door set, in rose red and moonstone grey livery, shunts back into the yard *STA F244*

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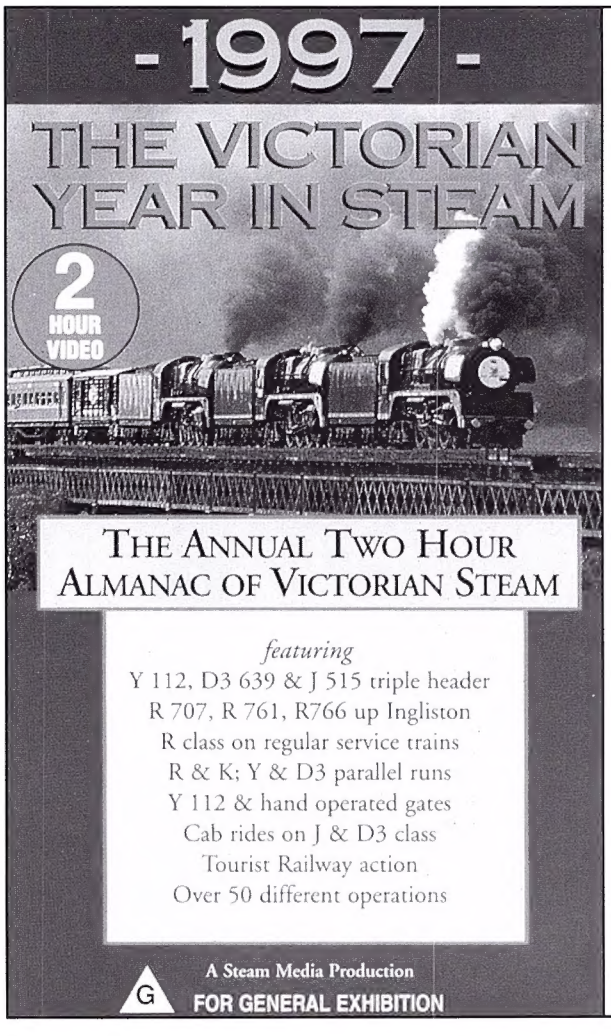
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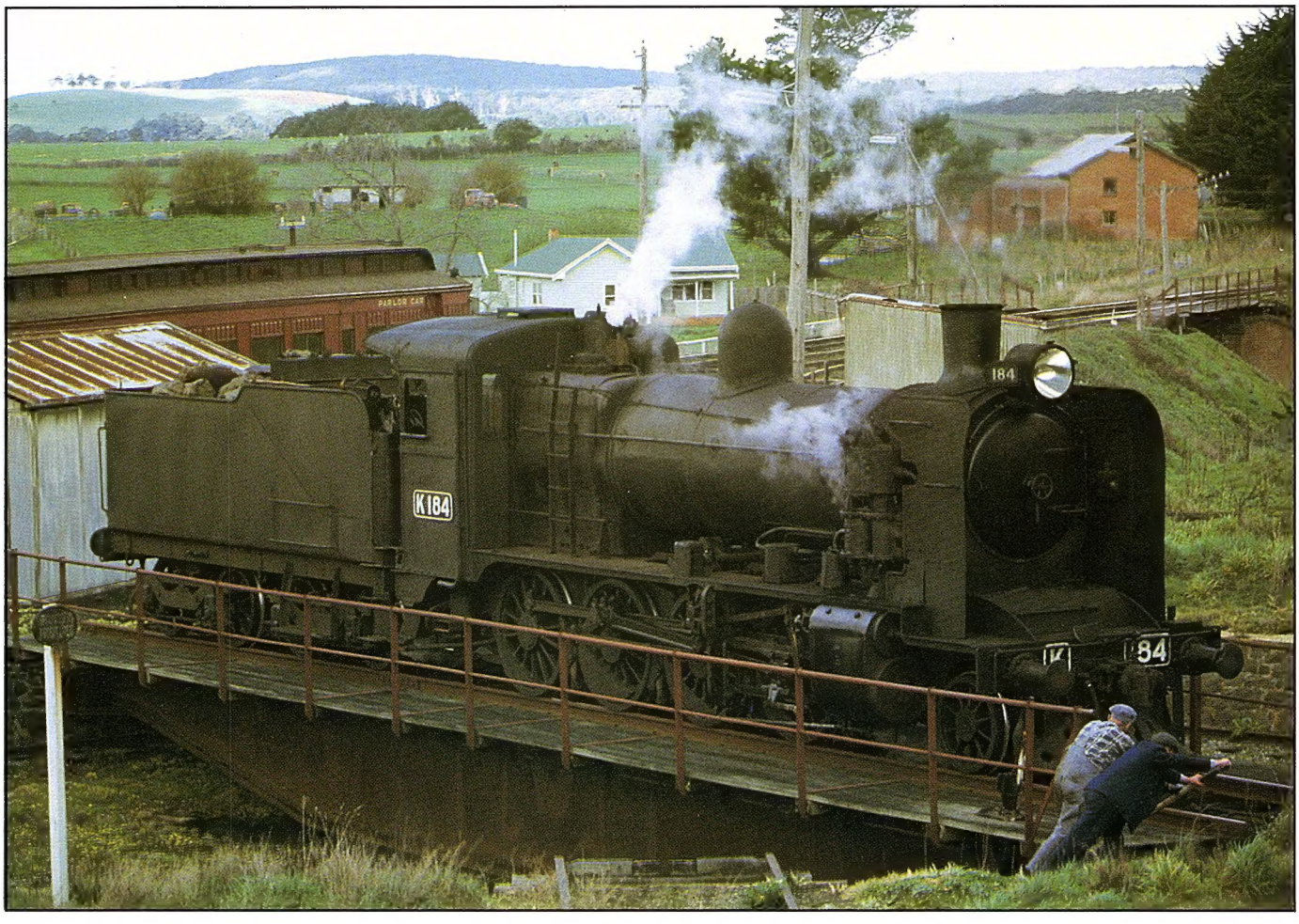
Different Horsepower



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